

MARINE AIR CONTROL SQUADRON-6

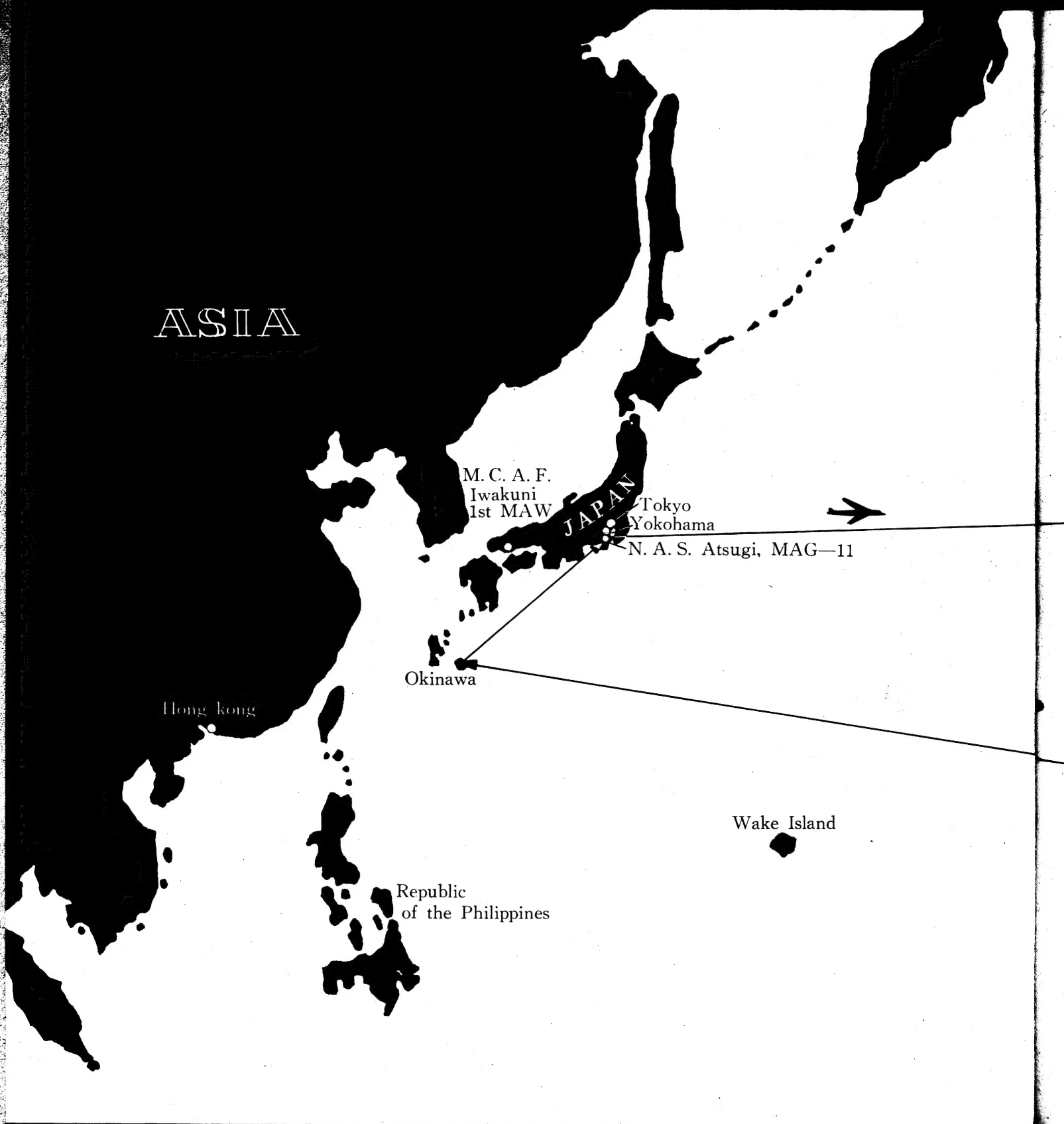


1ST MARINE AIR WING
FAR EAST CRUISE
MAY '62- MAY '63



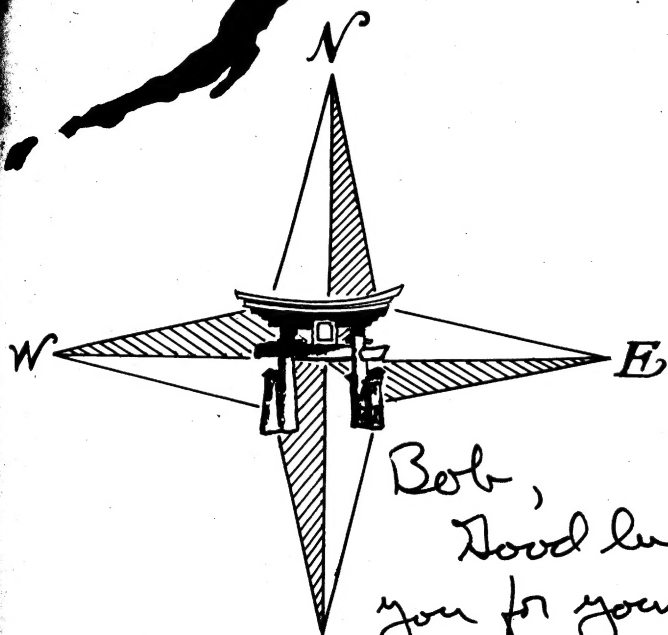
TO INSTALL, MAINTAIN, AND OPERATE FACILITIES FOR THE

ASIA



AND FOR THE NAVIGATION AND DIRECTION OF FRIENDLY

DETECTION AND INTERCEPTION OF HOSTILE AIRCRAFT



Bob,
Good luck and thank
you for your cooperation,
patience, support, and the
fine professional attitude of
your outfit. Keep the arrow
flying straight for us "straight
onwards".

Sincerely,
Steen

UNITED
STATES

San Francisco
Long Beach
El Toro

From
Cherry Point
North Carolina

Honolulu
Hawaii

CRUISE HIGHLIGHTS 1962

- 7 April.... Deployed MCAS, Cherry Point, North Carolina
- 8 April.... Assemble MCAS, El Toro, California for unit rotation
- 16 April.... Embark U. S. S. Valley Forge, Long Beach, California
- 3 May.... Relieved MACS-7, N. A. S. Atsugi, Japan
- 24 Sept..... Deployed Okinawa, "Operation Lone Eagle"
- 21 Dec. Completed 10,000th Intercept

1963

March... Set all time record for completed Intercepts
May..... Rotate CONUS

AIRCRAFT IN THE ACCOMPLISHMENT OF SUPPORT MISSIONS

SKYWRITER

LT. COL. S. G. DUNWIDDIE
COMMANDING



MACS-6

NAS ATENGO - CAMBAY TO THE OPEN

March 1, 1963

MACS-6 Marines Pack Seabags, Head for El Toro and Points West

By SSGT. LES BURNETT

Personnel of MACS-6 began leaving the Cherry Point area last Friday for leave prior to reporting to the MCAS, El Toro, Calif., April 12 for further transfer overseas.

The Marine Air Control Squadron Leathernecks, commanded by Maj. S. G. Dunwiddie, are scheduled to move as a unit to the 1st Marine Aircraft Wing in Japan.

During the past few weeks the administrative and supply sections have been working long hours into the night preparing orders, record books, and equipment for the move. At the counter air operation center, technicians, who stand round-the-clock watches, have been getting their electronic gear in top condition.

Returning to the U. S. from Okinawa in 1946, MACS-6 has since been a part of the 2d Marine Aircraft Wing. Its mission is

installing, maintaining and operating ground facilities for the detection and interception of hostile aircraft and missiles and for navigational direction of friendly aircraft in accomplishment of support missions.

The unit has maintained a constant training program here and has been deployed on operations in Puerto Rico many times.

In May 1961, MACS-6 established a student air defense controller training program here through joint efforts with MATCU-61 and the Station Training Devices Section. The system was believed to be the only one of its kind in the Marine Corps.

The six-week program established a course of study that provided a background in theory and actual experience in ground controlled intercept procedures for MACS-6 personnel selected to

attend the air control course offered by the Navy CIC School at NTS, Glynnco, Ga.

But the old adage "all work and no play" certainly does not apply to MACS-6. The squadron has been one of the most active units participating in intramural sports aboard the base. After battling hard all season, the MACS-6 flag football team finished third in the fight for the base title.

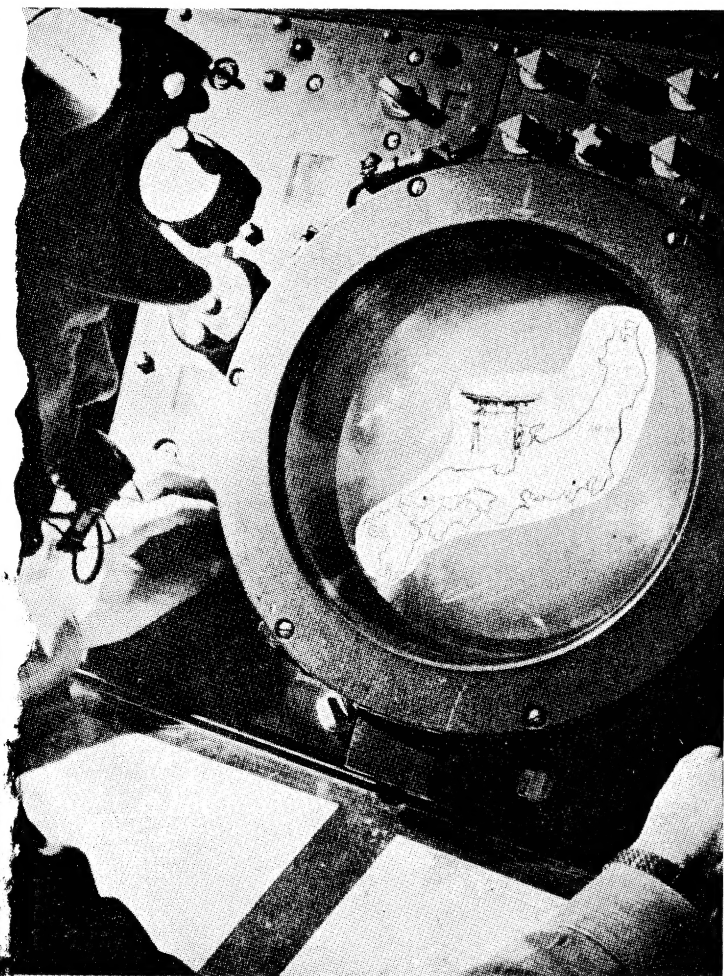
This spirit carried over to intramural basketball and to the finest record at Cherry Point. The MACS quintet lost their first game in 15 outings last Wednesday. The type of teamwork they displayed during their hours of play was in line with their teamwork on the job.



TS OF WIRE—MACS-6 technicians LCpl. T. L. Tomlinson (left) and LCpl. L. D. Stewart work on a big spool during the moving of the counter air operation center.



MOVING TO NEW LOCATION—Three key personnel take a hand in removing the sign that identified the MACS-6 headquarters. MACS-6 Marines began leaving last Friday for El Toro, and further transfer to the 1st Marine Aircraft Wing. Aiding in the move are (left to right) 1st Sgt. Theodore S. Pratchios, Capt. John K. Knope, executive officer, and Maj. Stanley G. Dunwiddie, commanding officer.



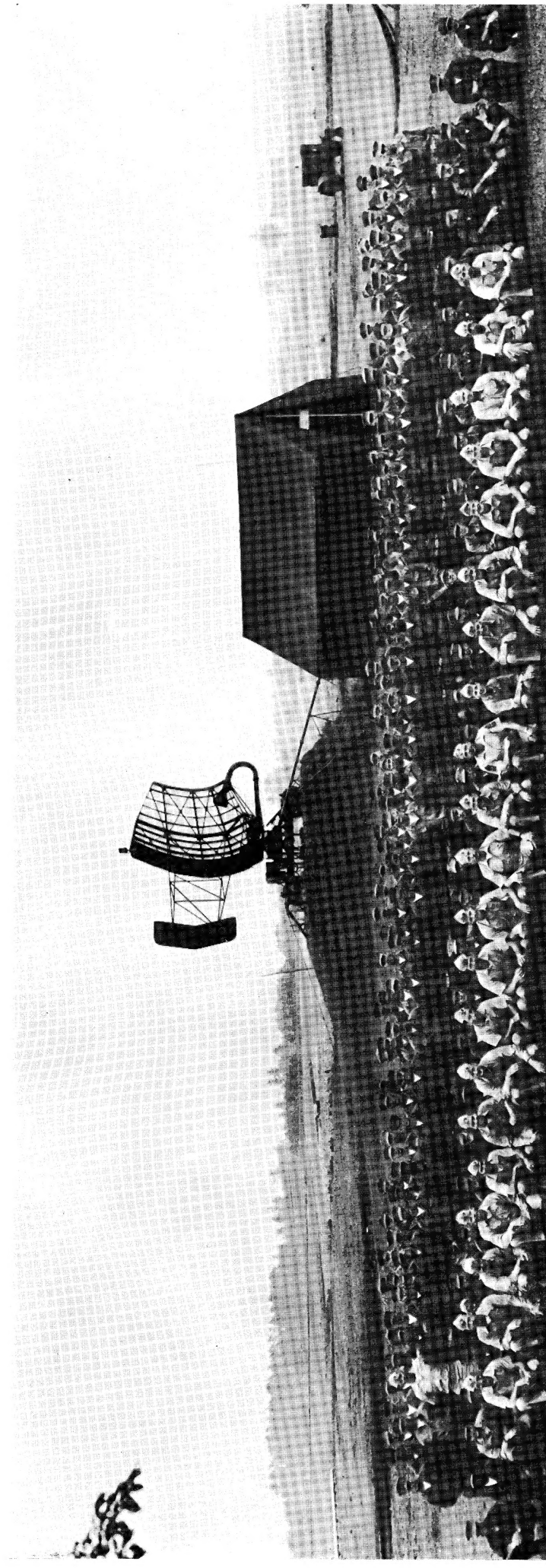
CK ROGERS—With an assist from Windsock photographer Seijo, MACS-6 controller "brings in" a look at Japan on his radar scope. The air control squadron is headed for duty in the Far East with the 1st Marine Aircraft Wing.

WE'RE OFF

*This publication serves as a tribute to the Officers and Men of
Marine Air Control Squadron 6 whose efforts throughout the
past year enabled them to reach the plateau of proficiency where
they now stand above the rest and can proudly call them-
selves " the best Air Control Squadron in the Marine Corps "*

*. And to those they left behind who suffered
the lonely hours and served with them though
they watched and waited thousands of miles away*

TO ALL HANDS WELL DONE



MARINE AIR CONTROL SQUADRON-6 ATSUGI, JAPAN

MAY 1962 TO MAY 1963

COLONEL USMC

SQUADRON HISTORY

Marine Air Control Squadron-6 was designated as such in May 1955 having been originally commissioned Marine Air Ground Control Intercept Squadron-6 in the late 40's. The squadron's first home was at MCAS, Cherry Point, N.C. as part of MACG-2, 2d MAW and later MWHG-2.

During its neophyte stages MACS-6 repeatedly showed that it was growing into a squadron soon to be reckoned with. Bogue Field, Onslow Beach, and Vieques, Puerto Rico first got to see the new MACS in action. Training and retraining to an edge of professional skill and combat readiness was the plan of the day in the early days of 1956. Then came its first big deployment. MACS-6 packed up the "Bubble" and moved out to participate in Caribbean exercises as part of PHIBTRAEX 1-58. New intercept tactics with supersonic aircraft and new radar were tried and developed at Point Media Mundo, Panama Canal Zone.

Upon returning to the "Swamp" MACS-6 did not stagnate. Amphibious exercises over Onslow Beach, Air Warning and Control exercises at Cherry Point, and a snowbound early warning site at Cape Lookout kept our predecessors hopping. Again came Vieques, Puerto Rico. MACS-6 deployed as a part of the 24th MEU and the 4th MEB and participated in extensive demonstrations, maneuvers, landings, and operations in the area.

Back to Cherry Point and rest at last! But not MACS-6 started to form up for its initiation into the ways and workings of the Far East. In March 1962, MACS-6 ceased operations under the 2d MAW and deployed to EL Toro where it staged for further transfer to the 1st Marine Aircraft Wing at Atsugi. Boarding the USS Valley Forge (LPH-8) at Long Beach, California the squadron sailed for Japan via Hawaii.

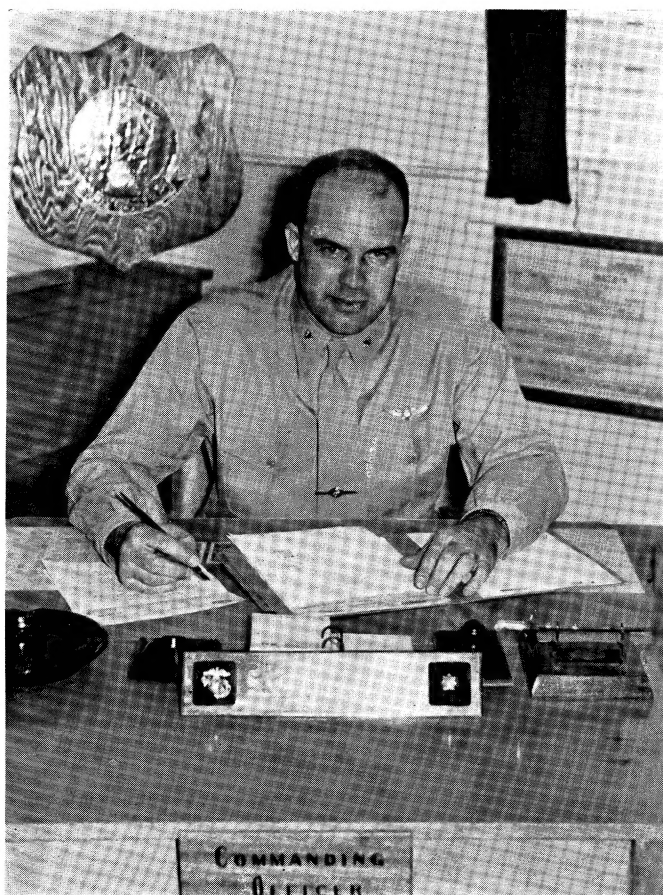
Immediately upon its arrival here all eyes began to turn toward MACS-6 and everyone got a good look at Japan's best. We weren't satisfied with the records that the MACS before us had set. From the first day at its new home "Stamp" began to shatter these records and set new ones. First it was the one day record for intercepts completed. Then the one month record for completed intercepts fell by the wayside. The old goal of 10,000 completed intercepts was stretched into an unprecedented record of 14,000 intercepts.

MACS-6 was constantly on the alert to thwart any acts of aggression throughout its tour in the Far East. With Communist aggression predominant in Laos and Thailand "The eyes of the 1st MAW" were packed and ready to go at a moments notice.

In September 1962 the squadron deployed on Exercise "Lone Eagle" as the "Eyes" of the 9th MEB. The constant rain, wind, and mud made life a little less enjoyable on Okinawa, but the squadron continued to give the outstanding surveillance and control that our fighter squadrons were accustomed to.

The Cuban Crisis erupted upon MACS-6's return to Atsugi and as always we were prepared! The close working relationship with the USAF and the Japanese Air Self Defense Force also taught us a great deal about the Air Defense business.

Yes we've been in the Far East. And now we are going to leave it; some with sadness, others with glee. But one thing will stand out in every Marine's mind who served in it "A fine tour with the best squadron in the Corps."



LtCol Stanley G. DUNWIDDIE. Jr.
COMMANDING OFFICER

MCAS Cherry Point, N.C. and spent the next year TAD to NAMTC, Point Mugu, California where he was a member of the initial Development Team whose task was to test and evaluate the MPQ-14, Close Air Support Radar. Upon completion of this assignment he was assigned to MACG-3 at El Toro from 1Aug51 to 19Dec 52 filling the billets of Intelligence and Legal Officer first in MTACS-3 and then as Group Intelligence and Legal Officer. Assigned to the 1stMAW in Apr53, the Col served with VMA-323 and VMA-121 both of MAG-12 at K-6 in Korea. During this period he flew strikes against the North Koreans flying the F4U and AD. Following duty with these squadrons he was assigned as Combat Intelligence Officer in the 1stMAW G-2 Section until he was returned to CONUS in June 1954.

After a year of duty at NATTC, Jacksonville, Fla. he was assigned to MCAS Kaneohe, Hawaii where he served as Station Intelligence Officer and Officer-in-Charge of the Commissioned Officer Mess. Upon return to CONUS the Col served with VMCJ-2 at Cherry Point, which provided photo and ECM coverage of the Caribbean area, flying the F9F-8P, F8U-1P and the F3D-2Q. In January 1961 Col. DUNWIDDIE was assigned duty as Assistant Operations Officer in the 2nd MAW G-3 Section and served in that capacity until September 1961 when he was reassigned to VMF (AW)-114 as Operations Officer. Col. DUNWIDDIE was transferred to MACS-6 in December 1961; became its Commanding Officer on 6 Jan. 1962; and brought us overseas in April 1962. To date our skipper has guided this squadron to a record breaking tour of duty in the Far East. Lt. COL. DUNWIDDIE is entitled to wear the Distinguished Flying Cross, Air Medal with Silver Star, Navy Unit Commendation Ribbon, American Campaign Ribbon, Asiatic Pacific Ribbon, WW II Victory Medal, Navy Occupation Medal w/a Clasp, National Defense Service Medal, Korean Service Medal with 1 star, and the Korean PUC among his decorations. The Colonel has had a well rounded duty assignment pattern and all hands of the best MACS in the Corps wish him continued success in all future assignments.

Lt. Col. DUNWIDDIE originally enlisted in the United States Naval Reserve in January 1942, but was not assigned to active duty until 3 March 1943 as a Naval Aviation Cadet following graduation from Yale University. The Colonel was commissioned as a 2nd Lt in the USMCR on 16 April 1944 after completion of the flight training syllabus at Naval Pre-Flight School, Chapel Hill, N.C.; NAS Olathe, Kansas; and NAS Pensacola, Florida. Following completion of flight training, he was retained at NAS, Deland, Florida as an instructor in SBD's and FM-2's for an 11 month period. After tours of duty at MCAS, El Toro, VMF-212 on Okinawa and at NAS, Jacksonville, Florida the Col returned to civilian life on 11 May 1946. Integrating into the Regular Establishment, he returned to active duty on 16 September 1946 and was assigned to MAG-22, MCAS Cherry Point, N.C. where he served until Feb. 1947. After attending Amphibious Warfare School, Junior School, at Quantico he was reassigned to VMF-212, MAG-14 at Cherry Point for 18 months. In Feb. 1949 he joined VMF-322, MAG-15 at MCAS Ewa, Hawaii. Returning to CONUS in May 1949 Lt. Col. DUNWIDDIE was assigned as MAG-15 Intelligence Officer, a billet he filled until October 1950. Col. DUNWIDDIE was then assigned to MTACS-1, MACG-1,



VMF 212 OKINAWA 1945



Captain John K. KNOPE USMCR
EXECUTIVE OFFICER

become a civilian as he accepted a Reserve Commission upon his resignation and was assigned to VMF-114, MARTC, NAS, Jacksonville, Florida as a "Weekend Warrior" flying weekends and two weeks of active duty each summer to keep his flight proficiency at peak performance. VMF-114 was redesignated as VMA-114 when it turned in its F9F-8B's for A4D-1's. In October 1961 "KING" returned to the Marine Corps and the 2dMAW and was subsequently assigned to MACS-6 for duty. After completing the Air Intercept Control Officers Course at Glynco, Ga., Capt. KNOPE was assigned as Executive Officer in December 1961. As "Backup CO" the Captain has watched the squadron progress to become the best MACS in the Corps and Air Control Agency in the world.

Captain John K. KNOPE became a Naval Aviation Cadet in the summer of 1951 while attending the University of Florida. As a NAVCAD he was trained in the VMA Syllabus, receiving his wings in August 1953 at Pensacola, Florida. After commissioning he was ordered to Corpus Christi, Texas for all-weather flight training and subsequently to NAS, Kingsville, Texas for jet transition training. Upon completion of this training he was assigned with VMA-332, MAG-31 at Miami, Florida. While serving with VMA-332 Captain KNOPE integrated into the Regular Marine Corps and served as Assistant Operations Officer, Assistant Flight Officer, and Special Weapons Officer. In August 1956 Captain KNOPE resigned his commission and returned to civilian life for a five year period, however, he did not completely



King as a Navcad '51



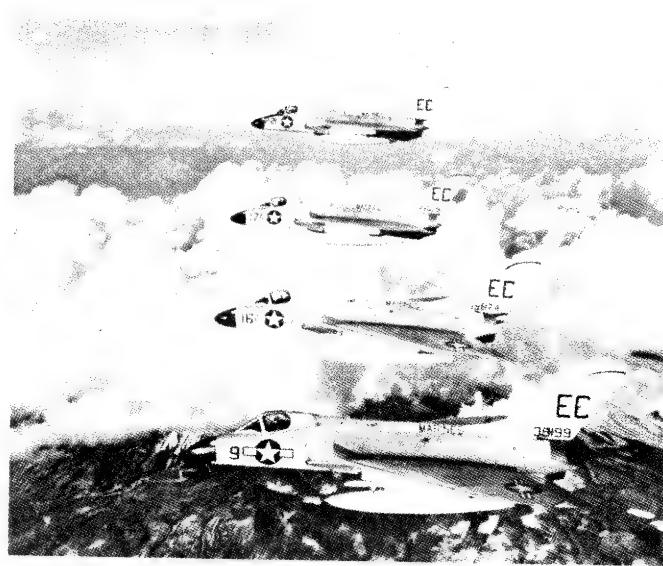
1st SGT Theodore S. Pratchios

1st Sgt PRATCHIOS initially enlisted in the Marine Corps in February 1942 and was assigned to recruit training at the Recruit Depot, San Diego, California. After completion of recruit training he was assigned to the Aircraft Mechanics Course at the Naval Technical Training Center, Chicago, Illinois in April 1942. Upon reporting to this school the first item handed him was a needle and thread and he was told to patch up holes in a fabric covered wing on a Boeing F4B-4 aircraft. After graduation from this school he was assigned to further advanced schooling in carburetion and ignition systems. In March 1943 his schooling completed, he reported to VMF-531, MAG-31 at MCAS, Cherry Point, N.C.

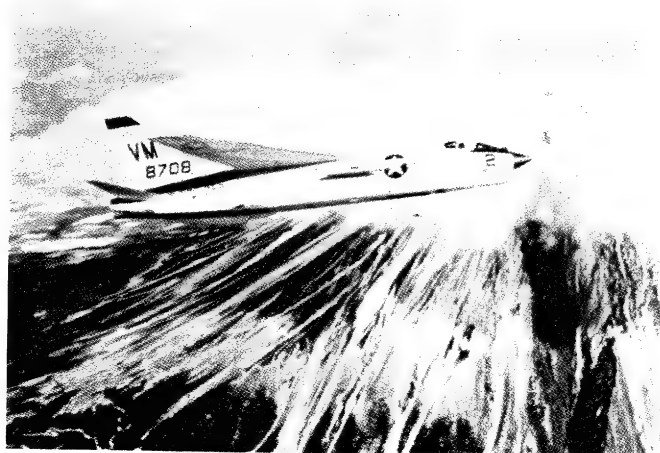
for duty. The MAG at that time was commanded by Lt. Col. R. K. ROTETT. In the fall of 1943 the 1st. Sgt. was reassigned to VMF-311 at Page Field, Parris Island, S. C. for further training for deployment overseas with this unit. The squadron flew overseas later that year and was based on Wallace Island in the Ellice Island group. With VMF-311 the "Top" was assigned as a Check Crew Leader and participated in the Central Pacific Campaign having received his baptism of fire in February 1944 when his squadron began flying strikes against the Japanese on the islands of the Central Pacific. The "Top" was rotated to CONUS in December 1944 as one of four (4) brothers serving on active duty in the Marine Corps to attend the launching of a Navy ship by his mother. In January 1945 he was assigned to the Carburetion and Ignition Shop of SMS-48 at Santa Barbara, California and from there he was discharged on 19 February 1946. While in civilian life he enlisted in the Marine Corps Reserve and was assigned to "B" Company, 4th Infantry Battalion, USMCR, Duluth, Minnesota and served that unit as Gunnery Sergeant until recalled to active duty for the Korean conflict in August 1950. While in Korea he served with VMF-513 which flew strikes against the North Koreans in the F4U-5 from bases at Pyongyang and Kimpo. 1stSgt PRATCHIOS integrated into the Regular Marine Corps on 9 January 1953 while serving with H&MS-31 at NAS, Miami, Florida. After a tour of duty with VMA-333 he was assigned to the ATB Advanced Electronics School. After completion of this school he was assigned to the 1stMAW and subsequently to H&MS-11, MAG-11 at Atsugi, Japan from 1957 to 1959 where he was NCOIC of the Comm Shop. While at MAG-11 he was deployed to Formosa from August 1958 to March 1959. Upon rotation to CONUS in September 1959 he returned to the 2dMAW and to VMA-324. Immediately prior to his present assignment he was 1stSgt of the Joint Reception Center at Cherry Point, where he greeted a lot of this squadron upon reporting to Cherry Point, N.C. for duty. The "Top" has been with us since January 1962. Among his ribbons, the "Top" is entitled to wear the PUC, Navy Unit Commendation Medal for his unit in the Marshall Island Campaign, Korean Service Ribbon with 3 stars and the Asiatic Pacific Campaign Ribbon with 3 stars.



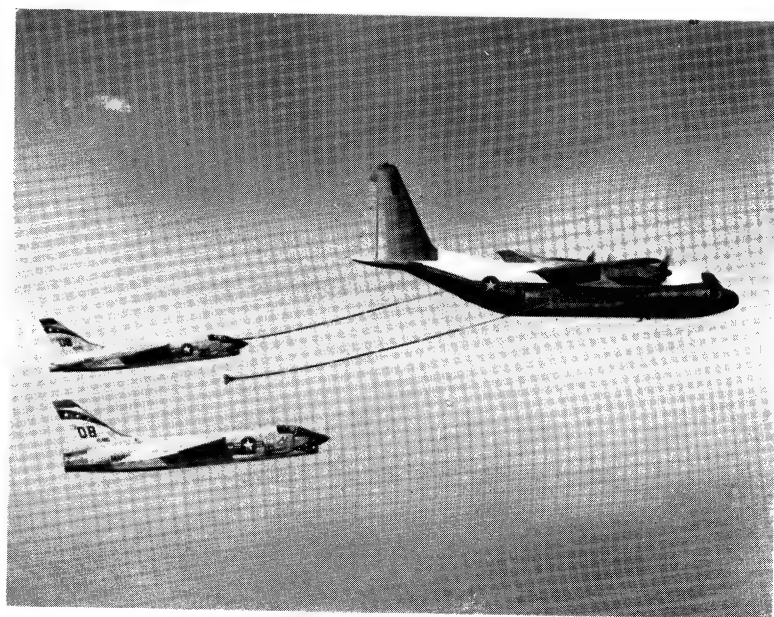
THE FLYING NIGHTMARES.



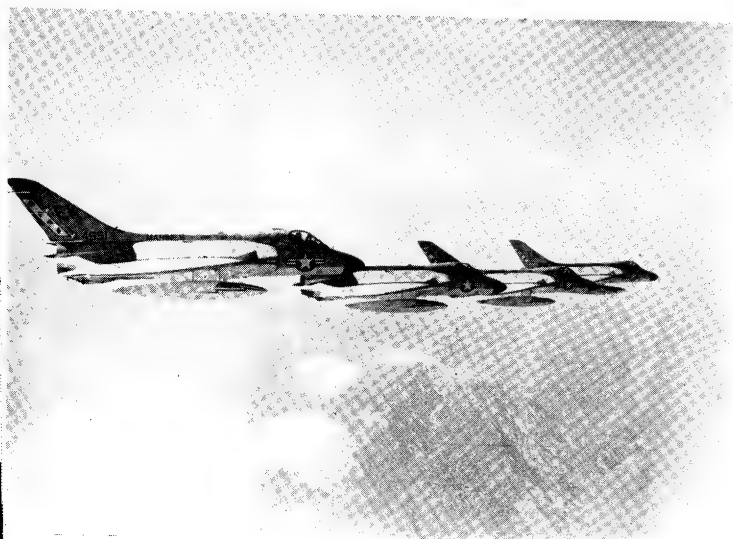
THE FLYING GHOSTS.



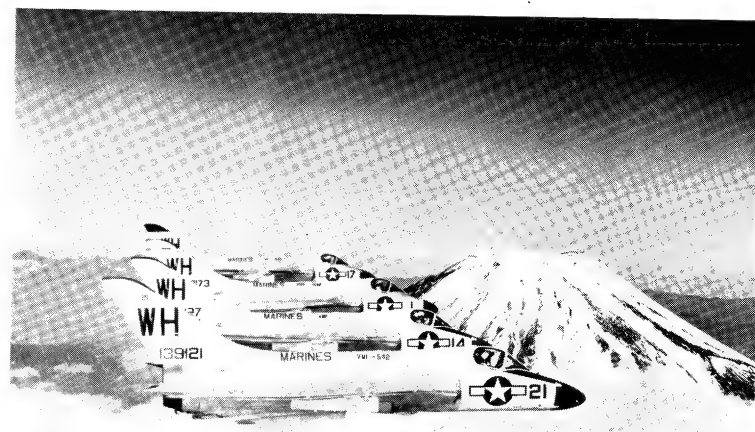
THE FIRST TEAM.



THE DEATH ANGELS.



THE DEATH DEALERS.



THE PEPSI COLA BOYS.

The men and their mission

The intercept story encompasses the efforts and teamwork of every individual in the squadron even though their duties may seem remote from a combat function. From the time the watch warms up the generators until the controller hears "Judy, out," our team has been functioning smoothly with a significant awareness of our mission.

We might say our story starts with "Big D's Boys," covered with grease and oil maintaining our source of power day and night to keep our eyes in the sky. Glamor evades the generator watch, but necessity is their's.

Radar Technicians move about the area day and night with a knowing silence. "Mac" has taught them to know every foot in the miles of wire and cable combing the the Counter Air Operations Center. A walk through the center and they'll know where to start working or whether it is time to visit "Tosh's Tavern." They have developed diplomatic poise to silence the unknowing experts. When they're happy and smiling, we're in business.

The "Buddha's" communicators stand listening to the conversations of controller and pilot ready to act. They have calculated how to stretch our voice to the farthest possible mile and communicate even around Fuji. Their problems are many and solutions reached, but praise be unto the man who can conquer the weather phenomena.

Next come "Wiley's Cave Dwellers" who frequent the CAOC. For five straight hours or more our aviation electronics operators are engaged in radar surveillance, plotting, height finding, status maintenance and the passing of radar plots to the Japanese Air Self Defense Force. Their performance varies from maintaining an accurate position of a downed aircraft to expedite and facilitate rescue, to the amusement of an off hour two way language tutoring with their counterparts at JASDF. These are the men who will provide the key to our air defense in any future conflict, for without them we cannot be aware of the enemy. Their proficiency is outstanding and their net worth is far greater than they will ever realize.

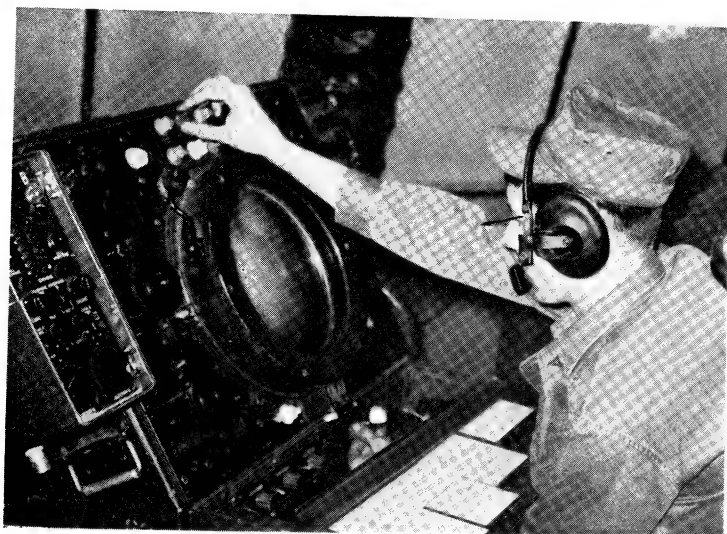
Our hero is the controller. He is the man with a keen eye, quick tongue, and sharp grease pencil. He is always uttering, "Call Radar!" Since May 7 when Morris first heard "Judy out," till Brooks heard "That's 10,000 man!" our controllers have been steering them in on target. Once in a while he has been known to make a statement to the effect a certain aviator should be flying a desk, for although routine invades the realm of the controller, his pride in his own performance is paramount.

Holding the team together with paper is none other than "CAPTAIN" Younger's Admin Section. With Smokey's frequent reply of "I don't have any!", to the Wagon Master's, "Sir, it won't run!", our Services Section is continuously busy supporting our main mission.

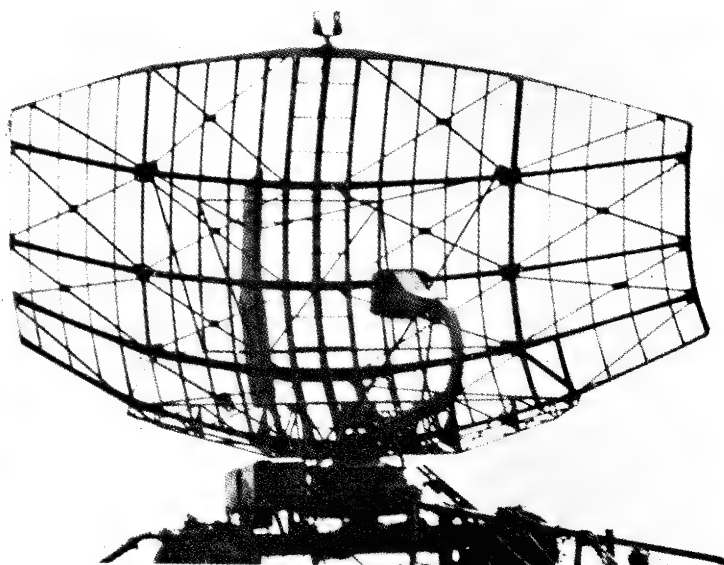
Last, but not least, let us not forget Vince's Rumor Control Section. Without them we would have never gotten to go to Australia.

This then is the best air control squadron in the Corps at a glance. The following pages tell the story and outcome of a typical intercept mission when MACS-6 combines with the best interceptors in the Marine Corps today.

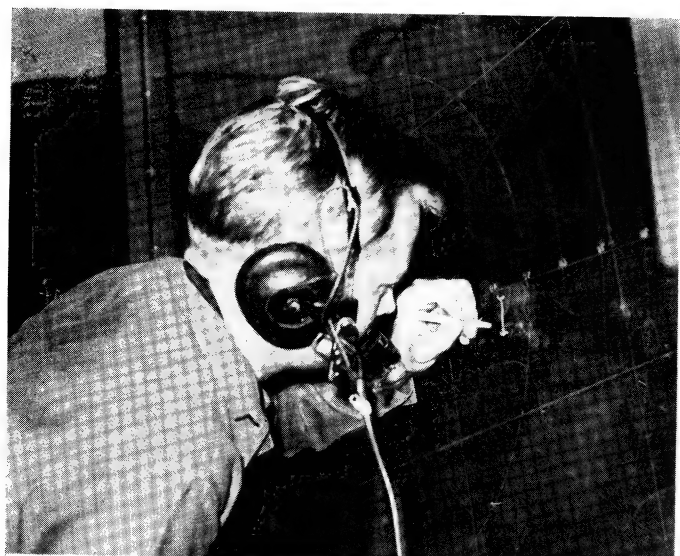
A HOT SCRAMBLE IN PROGRESS.



*I HAVE INITIAL ECHO CHARLIE 32.
TIME 27.*



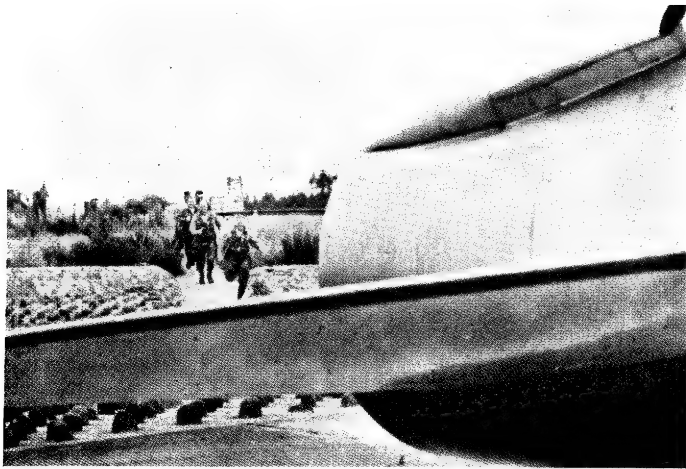
THE MPS-11



*ROGER. ECHO. CHARLIE 32
DESIGNATED RAID #1*



*SCRAMBLE... VECTOR 070°.
ELEVATOR ANGELS 35.*



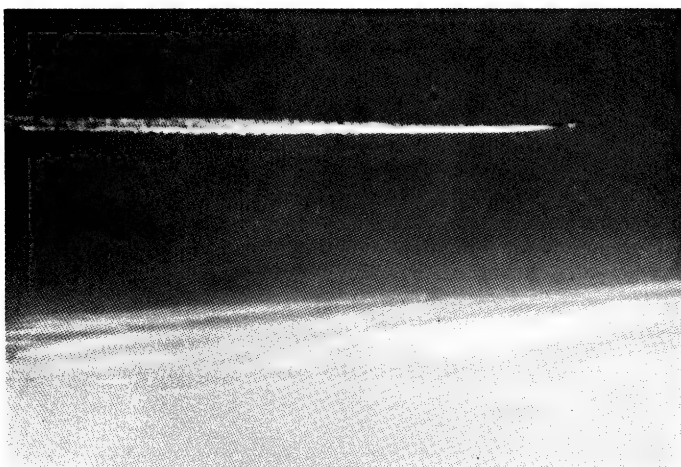
SCRAMBLE!



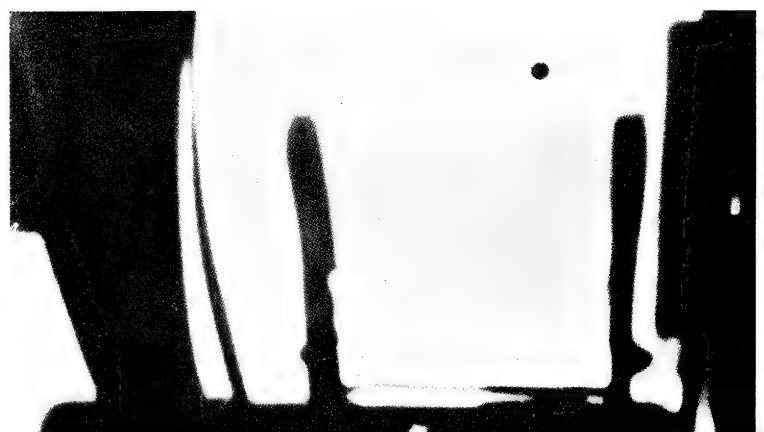
LAUNCH!



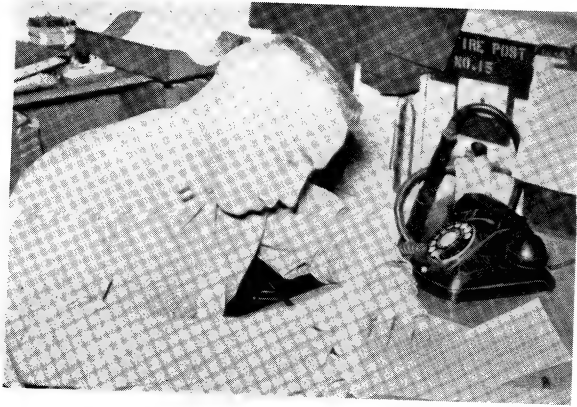
BOOGIE TWELVE O'CLOCK EIGHT MILES.



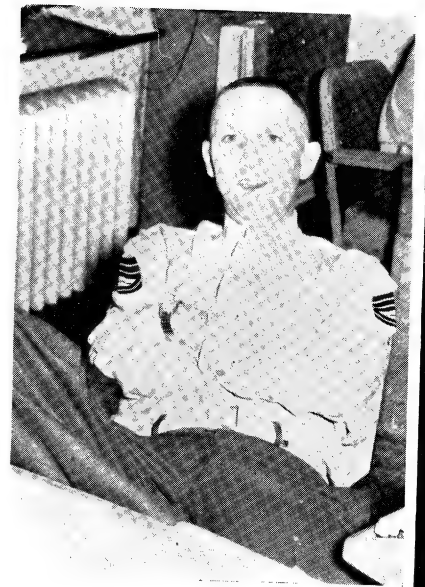
DIXIELAND TWO TALLY HO!



*STAMP—DIXIELAND TWO, SPLASH ONE.
MISSION ACCOMPLISHED.*

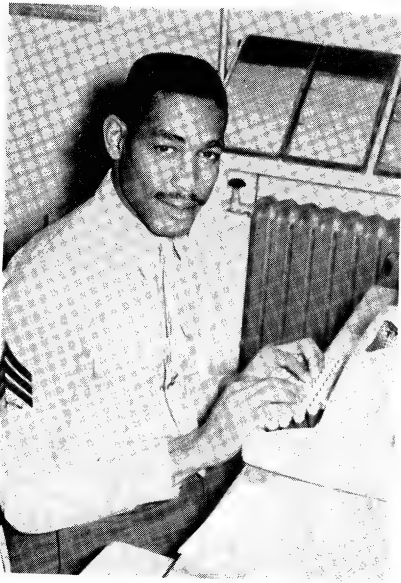


AL
ALVIN M. YOUNGER
ADJUTANT



MURFF
WILLIAM S. MURRAY
ADMIN CHIEF

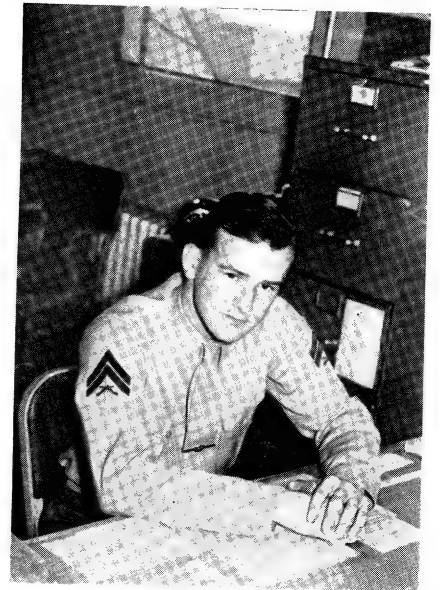
ADMINISTRATION



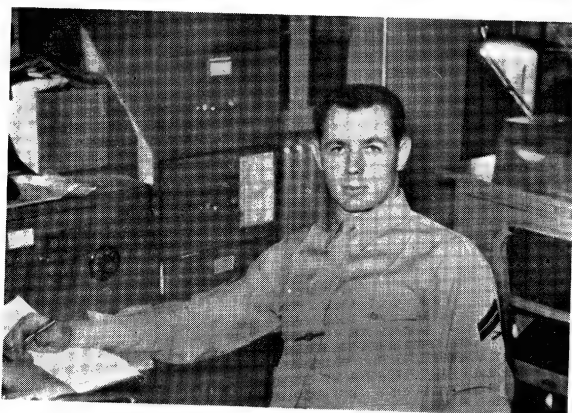
SCOTTY
RONALD M. SCOTT
ADMIN CLERK



ANDY
ANDREW T. PERSHA
S & C FILES



FRED
FRED M. TEMPLES
MAIL CLERK



DUG
JOSEPH C. DUGGAR JR.
ADMIN CLERK



MINNESOTA FAT'S
CHARLES J. SMITH JR.
ADMIN CLERK

YOU WANT WE SHOULD
LOOSE HIS LIBERTY
CARD, SIR ?





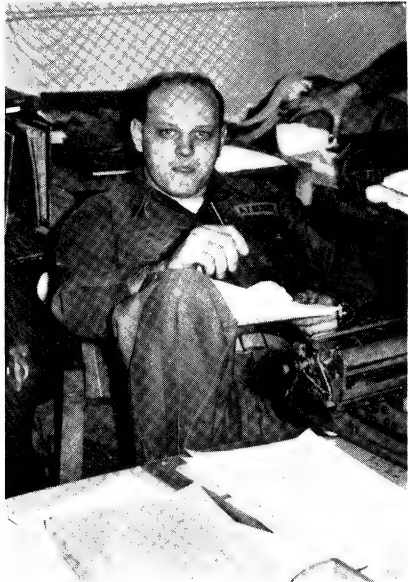
JOE
JOSEPH P. NORMANDEAU
SUPPLY OFFICER



SMOKEY
JOHN P. ERSPAMER
SUPPLY CHIEF



KOLKOXS
CHARLES L. SILCOX
PERSONNEL NCOIC



GUS
AUGUST J. BERGER
MARINE CORPS PROPERTY

SUPPLY



WILLIE
WILLIAM C. BISHOP
FISCAL

WIRTHLESS
TERRANCE L. WIRTH
FISCAL CLERK

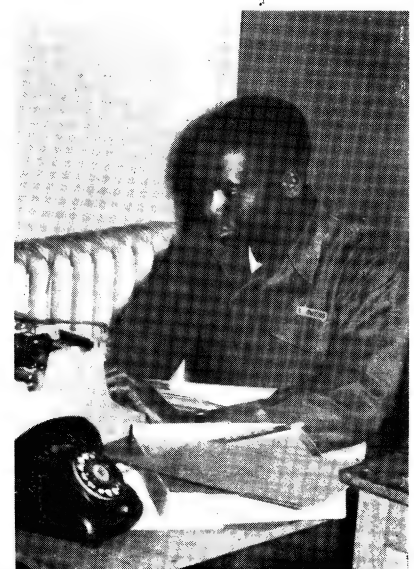


GOLDIE LOCKS
JOEL D. GOETTSCH
NAVY SUPPLY



EARRINGS
EUGENE J. JONES JR.
NAVY SUPPLY

THESE ARE THE DAYS THAT
MAKE ME WANT TO GO OUT
AND ACCOMPLISH BIG THINGS...



LEE-ROY
LEROY OWENS
EMBARKATION CLERK



APES
CHARLES E. MAPES
WARE HOUSE NCOIC



BOOK WORM
RALPH L. TELLIER
ARMORY



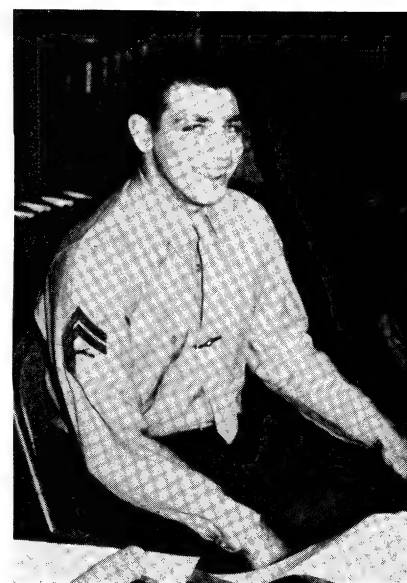
BLOOD THIRSTY
HOMER H. BLOODHART
REQUISITION CLERK



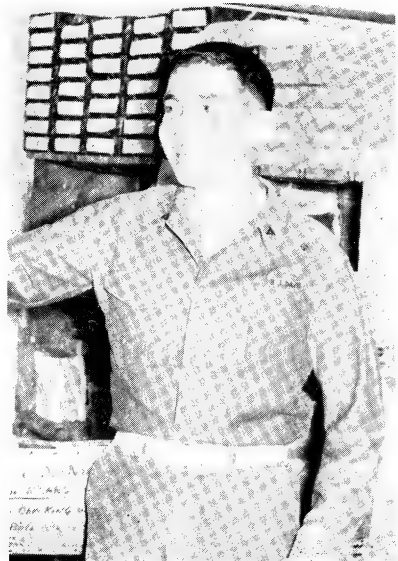
MISS EDDINS
JAMES C. EDDINS
WAREHOUSE MAN



DING DONG
DONALD L. BELL
REQUISITION CLERK



DUTCH
GEORGE E. DUTCHER
ELECT SUPPLY CLERK



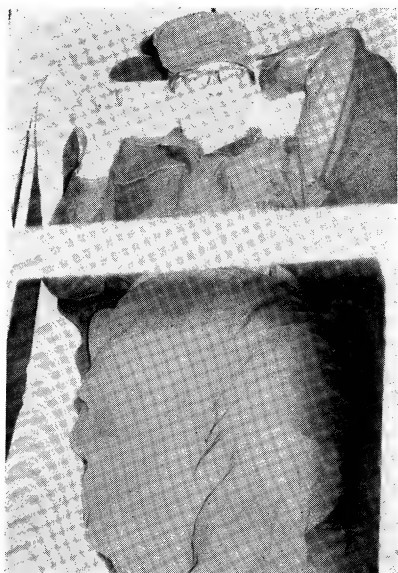
B. J.
BRUCE J. DAVIS
ELECT SUPPLY CLERK



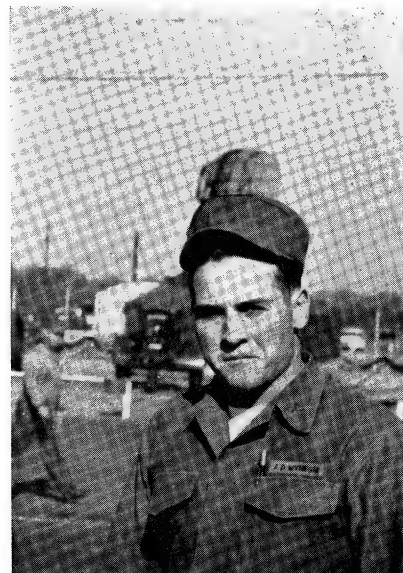
HOOK
LARRY W. DAVENPORT
NAVY SUPPLY



HORRIBLE HEATH
LAMAR E. HEATH JR.
ELECT SUPPLY CLERK



RECORLESS
ROBERT A. RECOR
ELECT. SUPPLY



JOHNNY
JOHNNY D. WYNEGAR
STOCK-MAN

MOTOR TRANSPORT



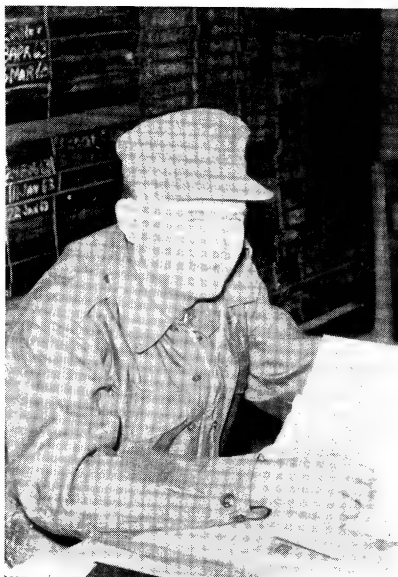
A.J.
ARLIE J. CHAMBERS
M. T. CHIEF



RON
RONALD L. FOSTER
M. T. OFFICER



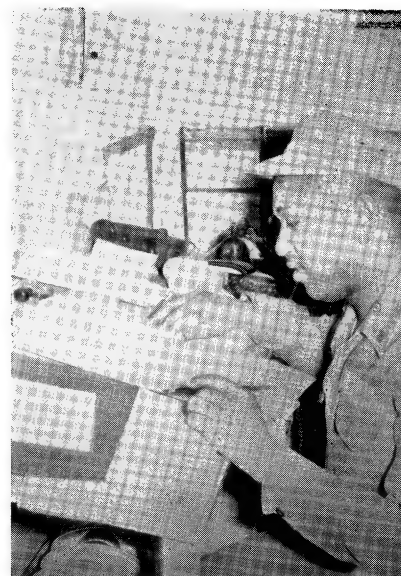
ITALIAN
WAGON MASTER
ROBERT G. AUTORINO
ASST. M. T. CHIEF



PAPPY
HEYWARD L. BUSH
MECHANIC



SUMMER-TIME
WILLIAM W. SUMMERLIN
TRUCK MASTER



SEA-LAWYER
JAMES S. GILL
DISPATCHER



SLU-FOOT
PHILIP D. HASTIE
DRIVER



MILLER
KENNETH MILLER
MECHANIC



KENTUCK
ROBERT C. MCANLY
DRIVER



GEORGE
GEORGE F. FINROCK, JR
DRIVER



TEMPER-FI
KEMPER L. DEAN
MECHANIC



SERGEANT YORK
ALVIN C. YORK
MECHANIC



MIDGET
RICHARD C. GARDINER
MECHANIC



BILLY-BOY
BILLY J. STALAKER
DIESEL ELECT.



WAYNE
WAYNE V. HOLLISTER
MECH & DRIVER



CHIEF
HENRY B. CHAVIS
DRIVER



BIG BOPPER
RONALD L. MARUCA
DRIVER



DON
DONALD L. GLOVICK
DIESEL MECH



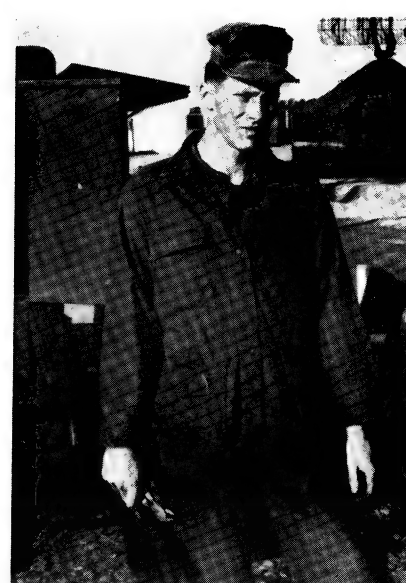
BIG-DEE
THEODORE A. DIVINCENZO
DIESEL MECH



JACK
JACK N. BURNETT
DIESEL MECH



DROOPY
GEORGE H. HARDIN
DRIVER



MAC
ARNOLD L. MCKNIGHT
MECHANIC



TAHIO
HOWARD E. KERR
UTILITIES OFFICER

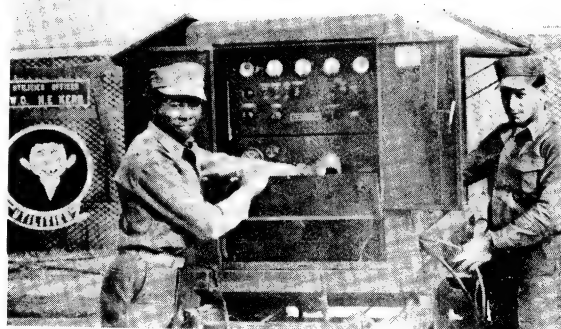


CURLEY
ALBERT F. WOOD
UTILITIES CHIEF

UTILITIES



BUZZARD
CARLOS A. BUNTING
CARPENTER



GRIFF
CHARLES L. GRIFFIN
REFRIGERATION

WAHOO
JOSEPH A. SMITH
ELECTRICIAN



ANIMAL
ROBERT J. KINZEL
WATER SUPPLY



LITTLE-JOHN
JOHN B. HILL
REFRIGERATION

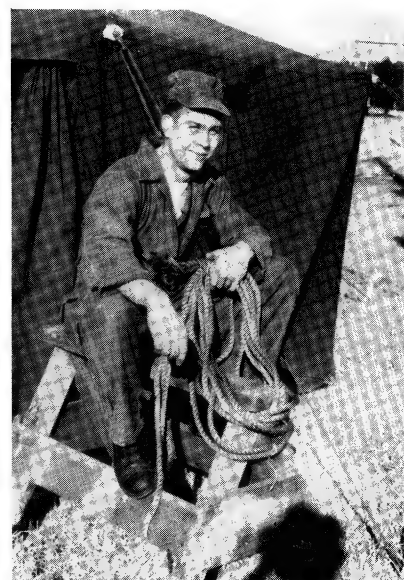




JAW
RICHARD R. WEED
CARPENTER



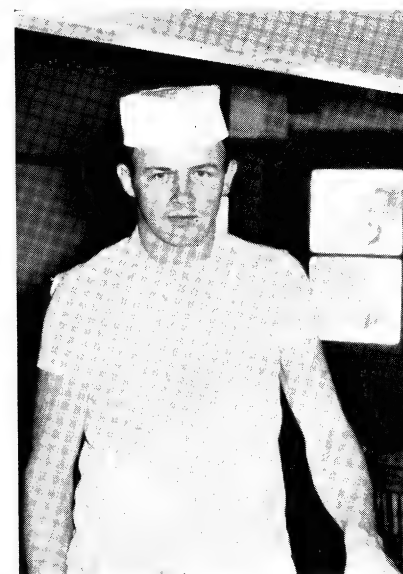
KID
DAVID E. BERGMAYER
CARPENTER



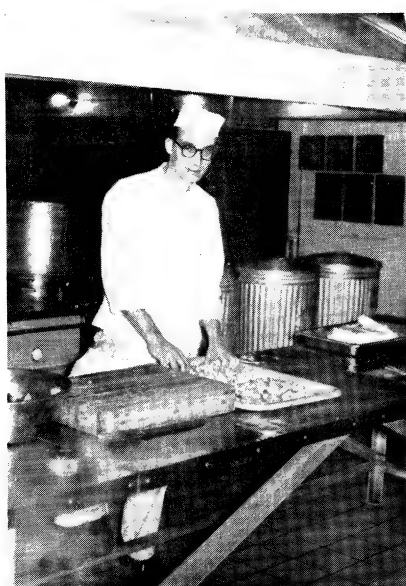
ANDY
MICHAEL L. ANDERSON
WATER SUPPLY



JOHN
JOHN WEBSTER
BAKER



CURTIS
CURTIS WEAVER
COOK



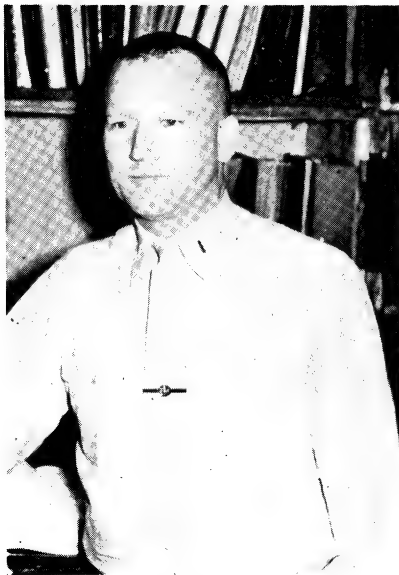
BOBBY
BOBBY COX
COOK



SPARKS
VIRGIL PARKS
COOK

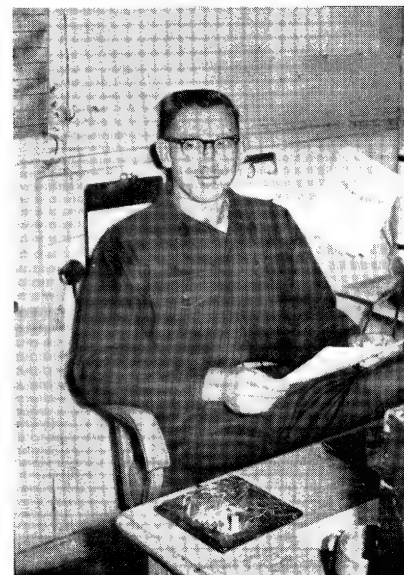


ELWOOD
ELWOOD COLEMAN
COOK

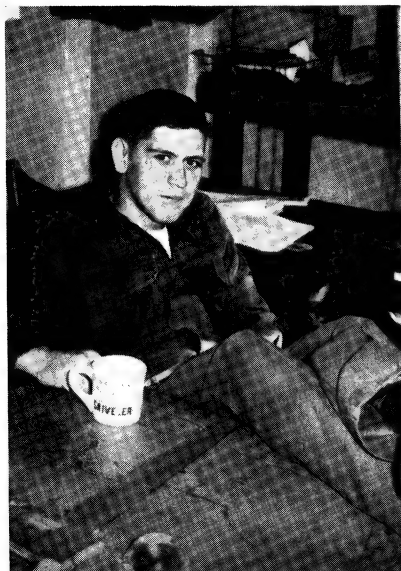


THE BUDDHA
JOEL WASHINGTON
COMM-ELECT OFFICER

COMM
ELECT



BIG RED
MIKE EVERETT
COMM-ELECT CHIEF



PEDRO
JOHN BIRES III
MESSAGE CENTER



RALPH
KENNETH R. BARKER
MESSAGE CENTER



HARLEY
HARLAN B. HAYES
MESSAGE CENTER

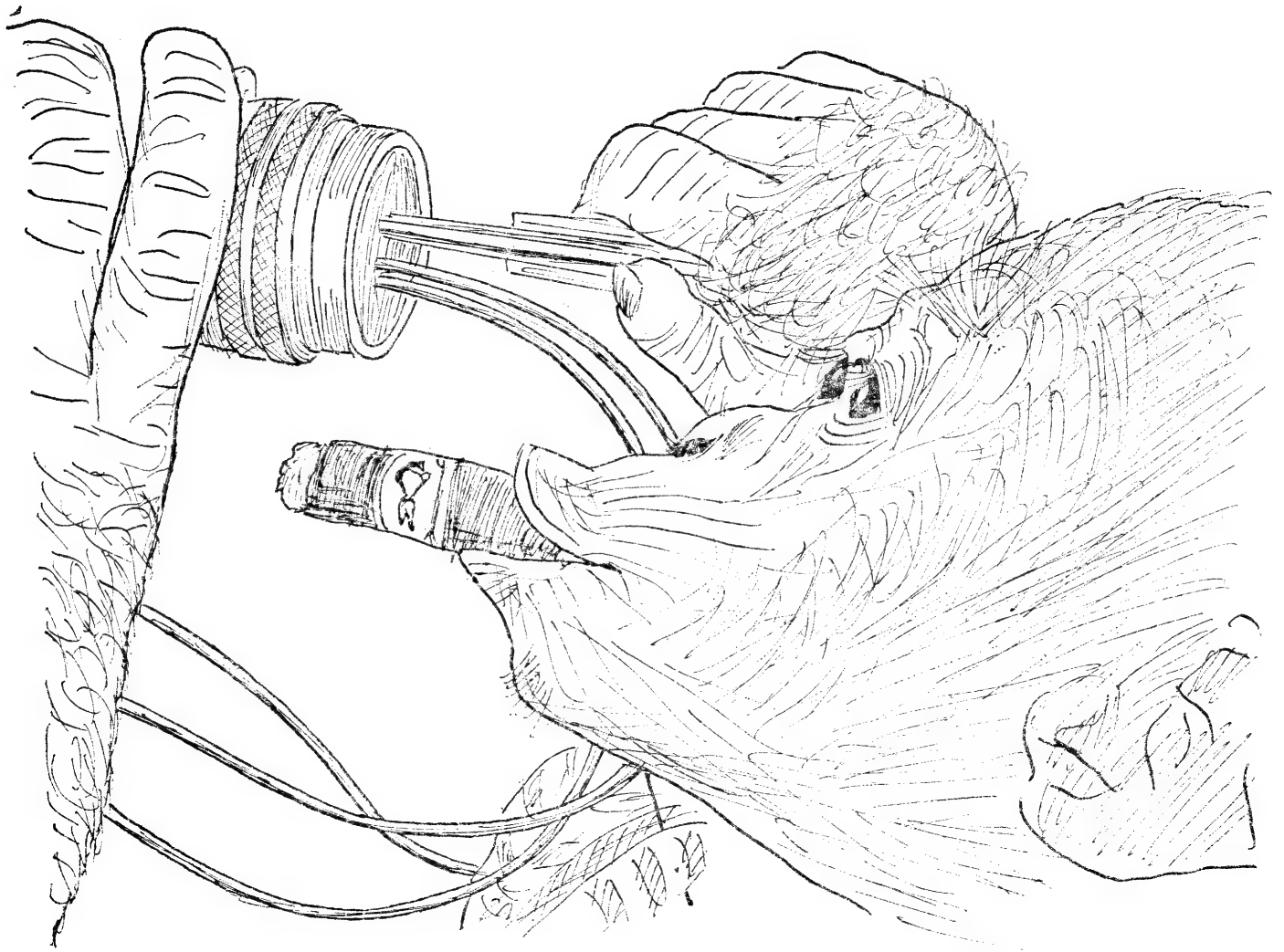


SNIVLER
EDGAR CUNNINGHAM
MESSAGE CENTER CHIEF



STU
STUART OWENS
MESSAGE CENTER

THE ORANGATANG



JUS THINK BEFOUR I DIDNT EVEN
NO HOW TO SPEL TEKNICAN
NOW I ARE ONE



ED
ED DAUKSZ
COMM OFFICER

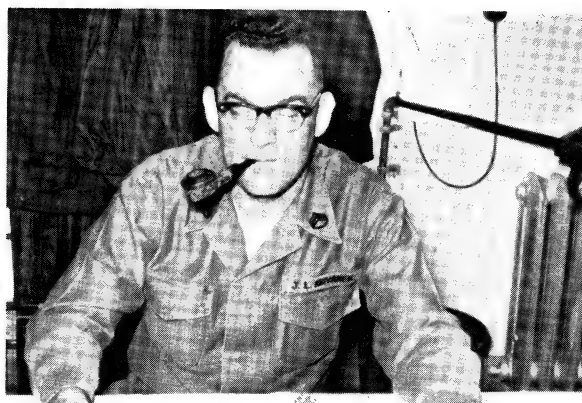


GIRV
NOEL A. GIRVIN
COMM CHIEF

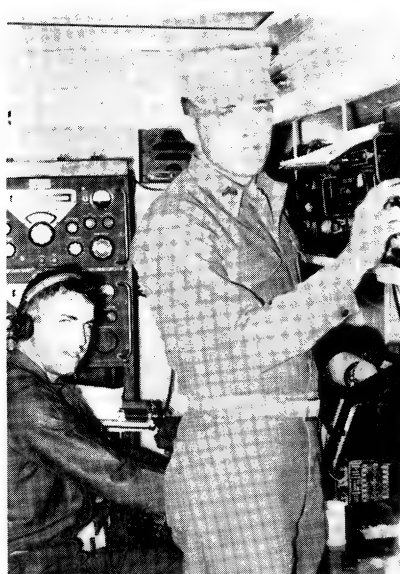


DING DONG
EMMETT BELL
TECHNICIAN

COMM

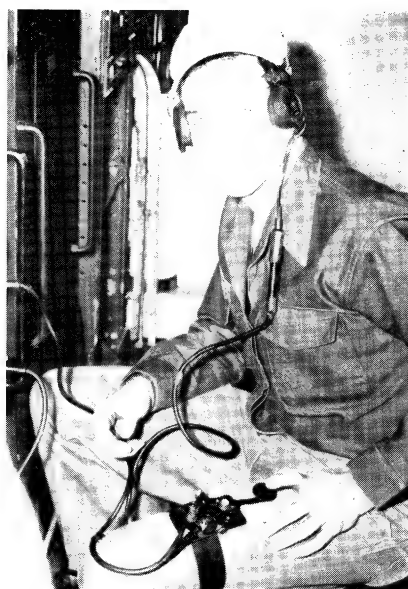


KRIV
JEAN L. KRIVANEK
RADIO CHIEF



BERCE
LIONEL J. BERCEGEAY
RADIO

GIB
JOHN R. GIGER
RADIO



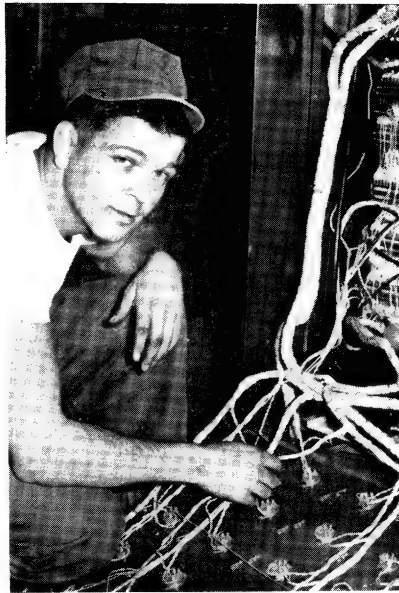
LUKE
LUTHER L. FINCHER, JR.
RADIO



BABY-FACE
LARRY R. BOOTH
RADIO



BO
JAMES BEAUREGARD
RADIO



HEAVY
NORMAN ROUTHIER
TECHNICIAN



BROWN BAGGER
HERMAN KOSTUCK
RADIO



WILD BILL
WILLIAM WANLESS
WIRE CHIEF



OLD MAN
JOHN ARCHER
WIRE



ED
HAROLD E. WITHAM
WIRE



SMOOTH
JOHN Q. ROBINS
WIRE



LITTLE BO
MELVIN BOSWORTH
WIRE



REW
LOUIS V. PANICALI
RADIO OFFICER

RADIO



JOHN
JOHN E. HEIDENREICH
RADIO CHIEF



EARL
EARL E. YOUNG, JR.
RADIO TECH



ORANGATANG
LYLE E. HUNTER
RADIO TECH



BOB
ROBERT E. MORGAN
RADIO TECH



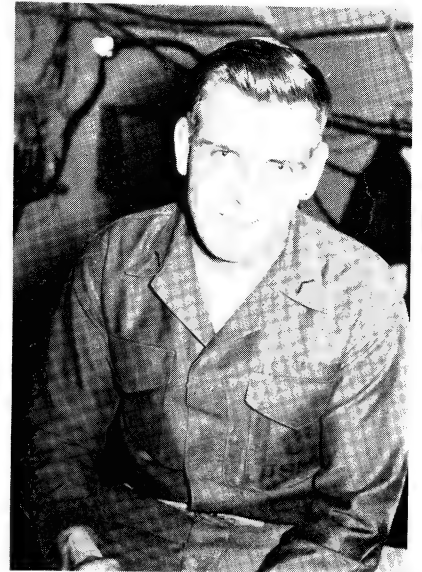
BROWN BAGGER
JAMES W. SNAVELY
RADIO TECH



AL
ALBERT R. SHAW
RADIO TECH



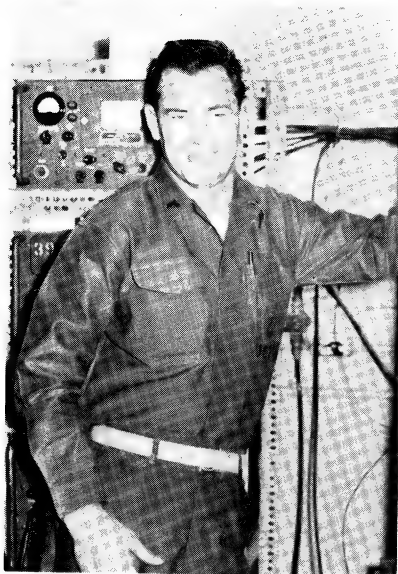
JOCKO
JOHN P. S. MAHONEY
RADIO TECH



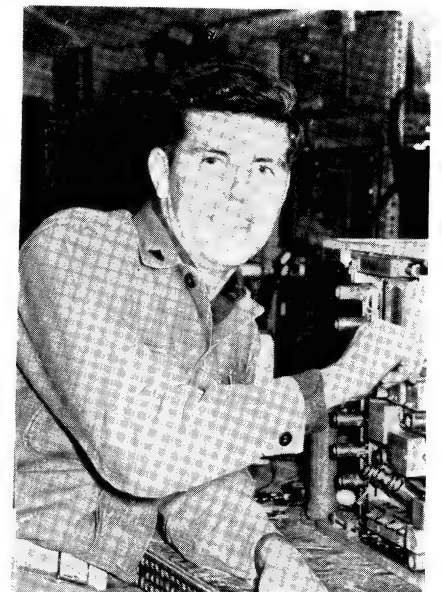
TEDDY
THEODORE C. WADSWORTH
RADIO TECH



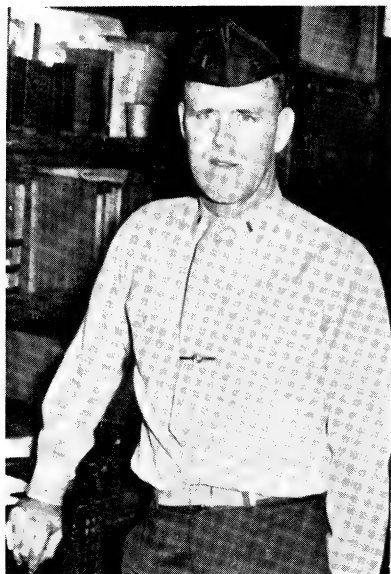
CHARLIE チャーリー
HARRY L. CHARLES, JR.
RADIO TECH



CHUCK
CHARLES L. BRYANT
RADIO TECH



J. C.
JOHN C. HAMNER, JR.
RADIO TECH



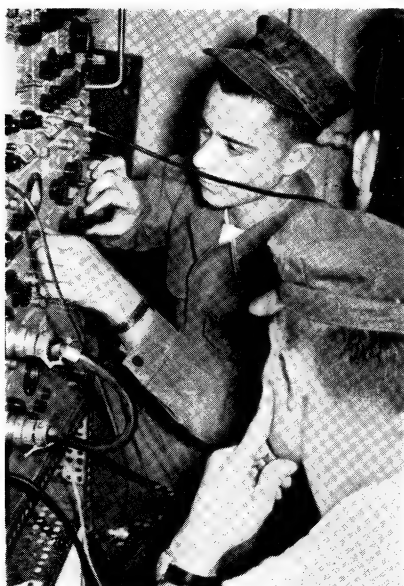
MAC
PAUL McNUTT
RADAR OFFICER



DON
DONALD NELSON
RADAR CHIEF



JACK
JACK BASSETT
RADAR CHIEF

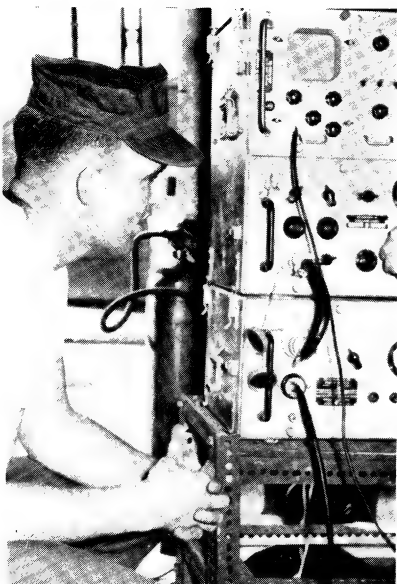


WES
WESLEY AUSTIN
RADAR TECH

RADAR



DITT
KEN DITTBENNER
RATHEON TECH REP



ART
ARTHUR MILLETT
RADAR TECH



IRISH
RONALD KOSTRZEWA
RADAR TECH



SKATER
LANCE MUNI
RADAR TECH



MAC
THEODORE McPEAK
RADAR TECH



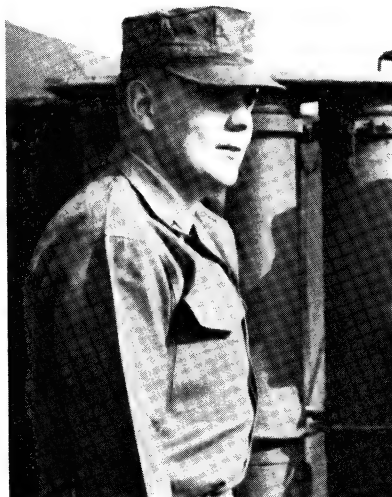
JERRY
JERRY BECKER
RADAR TECH



SMOOTIE
LARRY A. SMOOT
RADAR TECH



SNUFF
LARRY DUFF
RADAR TECH



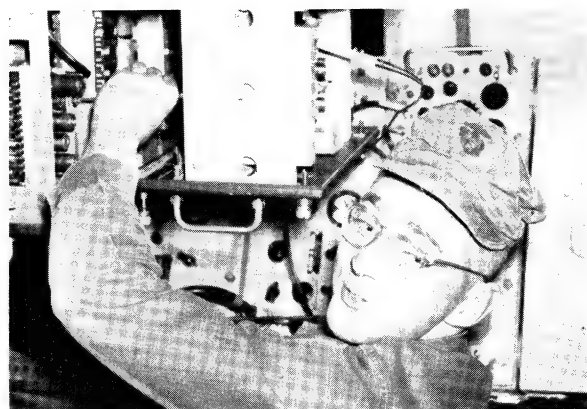
WILLIE
LARRY P. WILLIS
RADAR TECH



JOHN
JOHN A. HICKS
RADAR TECH

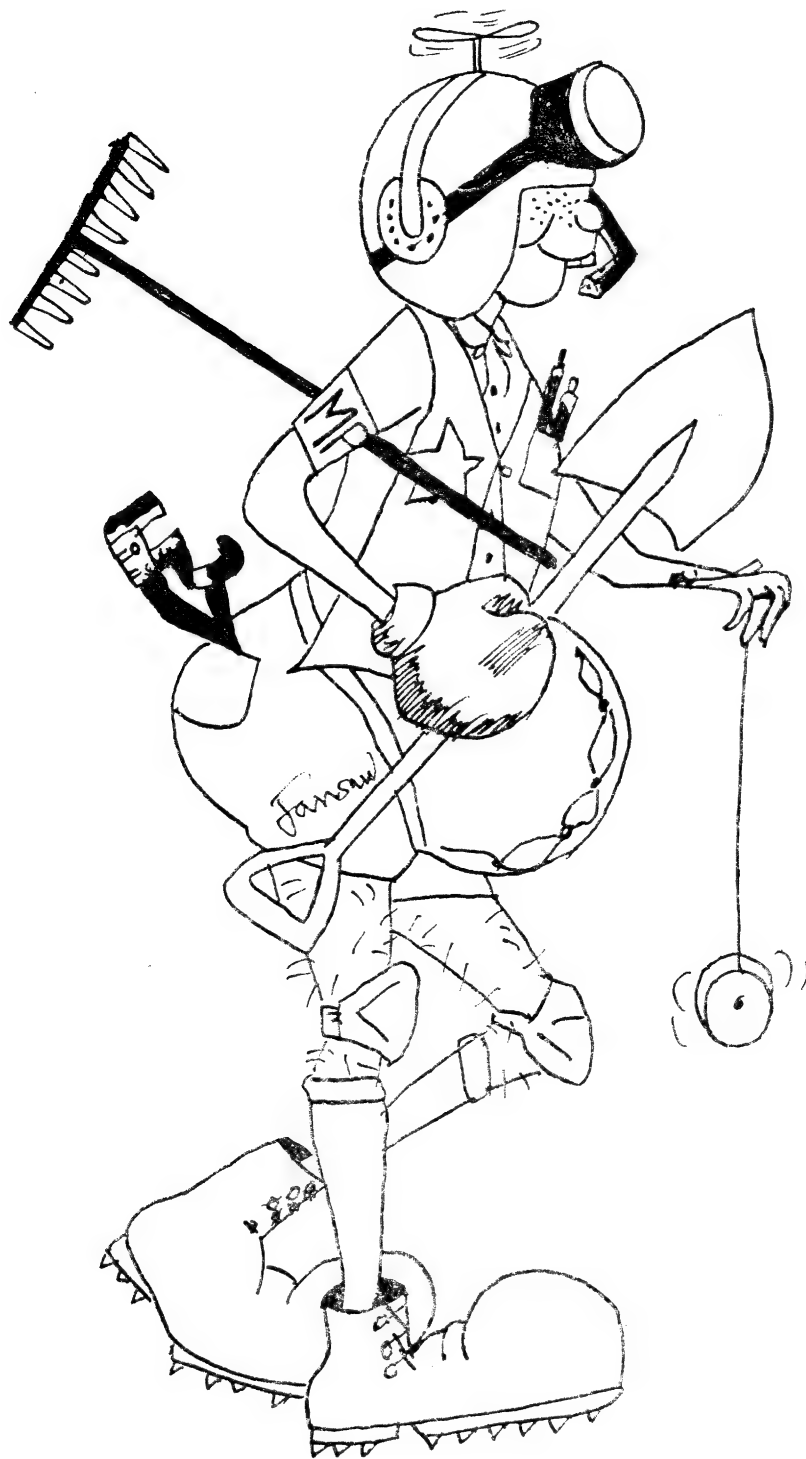


NO LIVER
LANCE OLIVER
RADAR TECH



LARRY
LAWRENCE BEAN
RADAR TECH

WHAT'S MY LINE ?





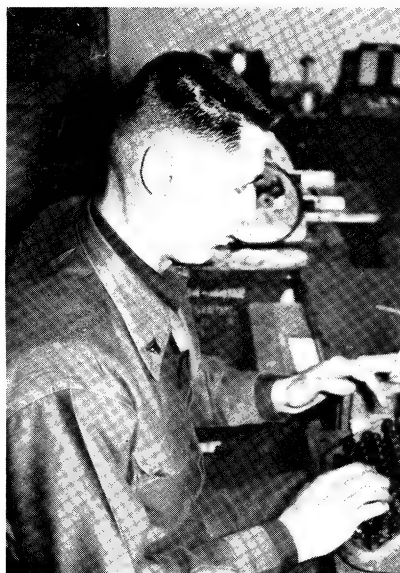
WILEY
WILEY E. CONDER
OPERATIONS OFFICER



SANTA
MIGUEL RODRIGUEZ
OPERATIONS CHIEF



COACH
JAMES L. CUNNINGHAM
ASST. OPERATIONS OFFICER



VANDERJERKIN
DANIEL VANDERWERKEN
OPERATIONS CLERK

OPERATIONS



THE SKATER
WILLIAM R. BABBIN
OPERATIONS CLERK



GUINEA
FRANCIS MANTELL
OPERATIONS CLERK



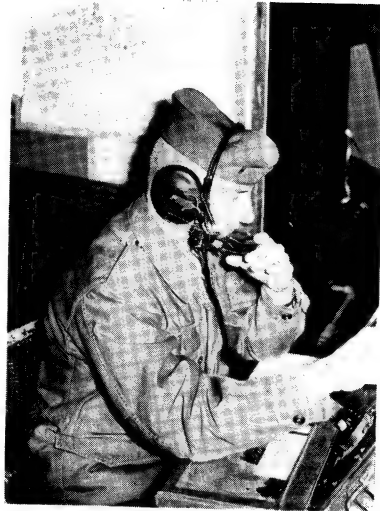
MARTY
MARTIN ENGELMAN
OPERATIONS CLERK



STRAIGHT
LEONARD STRAIT
NBC SPECIALIST



SKIP
CARL S. RAPP
SAD



JACK
WAYNE J. KOMSI
FAD



GENE
ROSS E. PARSONS
FAD



BILL
BILLIE G. MOSES
FAD



WHITEY
JACKIE WHITEAKER
FAD



THE FIRST TEAM
CREW 1



GUNNY
HENRY GUNDERSON
AEO

JIM
JAMES SCHROH
CREW CHIEF



BERT
LAWRENCE HOLT
AEO



MITCH
MACK MITCHELL
AEO

RICOCHET
JOHNNE REINICHE
AEO



LOGANSPORT HOOD
LOUIS H. DAILEY
AEO



RACK
RICHARD NAGY
AEO



CLEM
WESLEY CLEMENTS
AEO



GARY
GARY L. COUSINS
AEO

PORKY
HAROLD D. ROWE
AEO



T. E.
THOMAS E. DAVIS
AEO

KEN
KENNETH W. CHIZEK
AEO



JOHN
JOHN ABERNATHY
SAD



SULLY
MICHEAL R. SULLIVAN
FAD



MIEGOOK
GILBERT L. LEDUC
FAD



DAISY
DARRELL THACKER
FAD

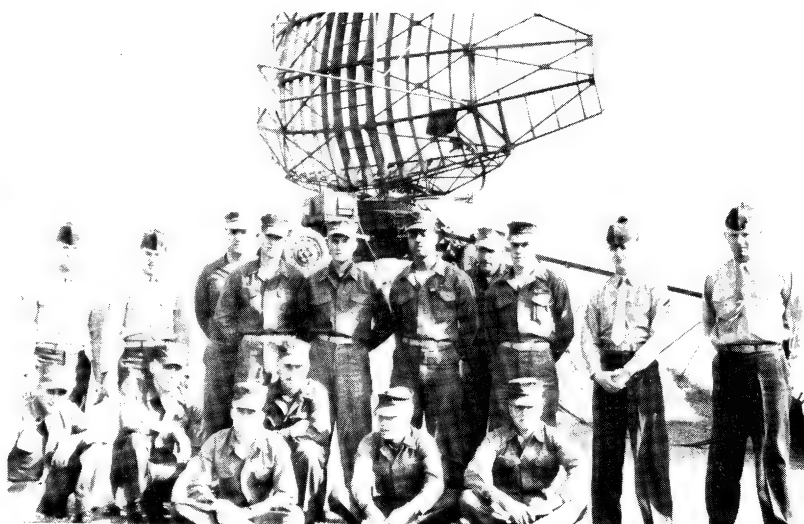


NAILS
CHARLES WEIDENHOF
AEO



JASE
J. D. WARREN
FAD

RATTLEIN RAY
R. A. BOWE
CREW CHIEF



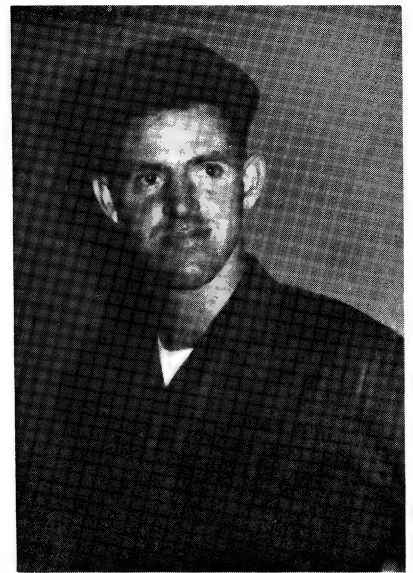
CREW 2



NESS
MORRIS NATHER
AEO



P. L.
PAUL CONKLIN
AEO



HONK
HERBERT BROWING
AEO



SAND BAGGER
JOHN MONTEITH
AEO



RED DASH TWO
RUSSELL BULLEN
AEO

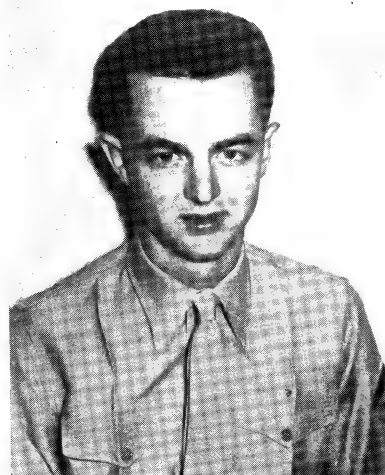


PRETTY
DENNIS WHITE
AEO

RED DASH THREE
PAUL WILSON
AEO



BREEZE
JAMES BRYAN
AEO



ARTIST
CHARLES BURRELL
AEO

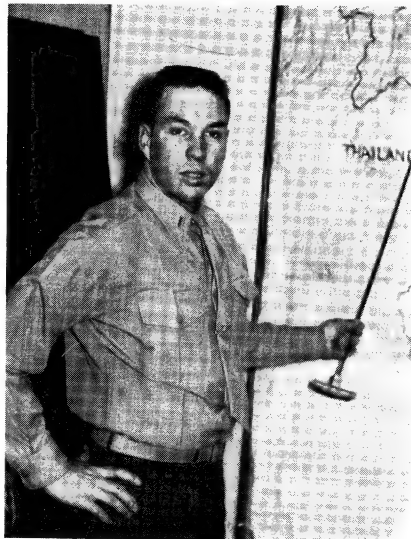


DEE
ROBERT DEANGELIS
AEO

PETE
N. W. PETERSON
AEO



AL
LEONARD A. SOLLBERGER
SAD



VINCE
VINCENT R. DONOHUE
FAD



BIG JOHN
JOHN ETHERINGTON
FAD



RICK
DAVID ERICKSON
CREW CHIEF



HEARTS
WALTER MORRIS
FAD



TOOCH
DENNIS ROLLAND
AEO



LEW
MICHAEL LEWIS
AEO



THE LEPER COLONY
CREW 3



BAGS
GEORGE WATERS
AEO



DENNIS
D. F. THURSTON
AEO



STICK
CORBY NANAY
AEO



GOAT
THOMAS TOMLINSON
AEO



POGEY BAIT
BRADLEY CLARK
AEO



DEAR ABBY
ROBERT TAYLOR
AEO



E-Z
DAVID ZARLING
AEO



LABOOSH
HOWARD LABBY
AEO

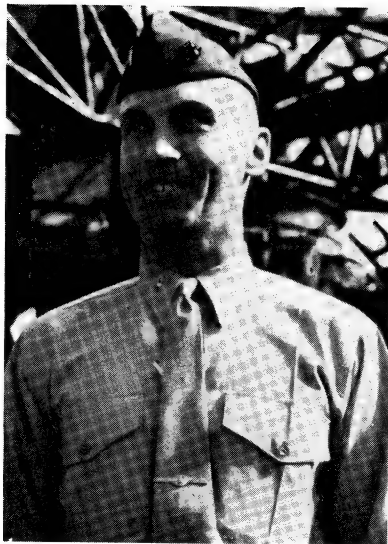
TEQUILLA
DAVID V. STINE
AEO



JIBS
WILLIAM LEE
AEO



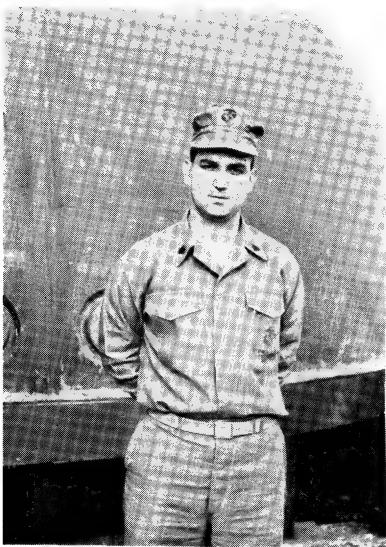
DIGGER
DONALD O. MEECE
SAD



HARRY
HARRY A. KLING
FAD



MAC
T. C. McLAUGHLIN
FAD



WHISKEY CHARLIE
WYMAN C. FOX
FAD

YES, I UNDERSTAND! YOU
DON'T HAVE TO YELL AT ME!



WHIMPY
JERRY CRUTCHFIELD
AEO

RON
RONALD L. STOPKA
CREW CHIEF

STEVE
STEVEN L. BROOKS
AEO



SEN SOUSAND
RICHARD BROOKS
FAD



DIGGERS DOZEN
CREW 4



BUTTERFLY
LLOYD STEWART
AEO



TIGHT PANTS
JOHN REUTHER
AEO



CAJUN
HAROLD ZERINGUE
AEO



GORDY
GORDON BOTTOMLEY
AEO



SNUFFY
JAMES BUTLER
AEO



RUBE
RICHARD RENDER
AEO



MAC
R. L. McGUIRE
AEO



CAHOKIA KID
NORMAN BECKER
AEO

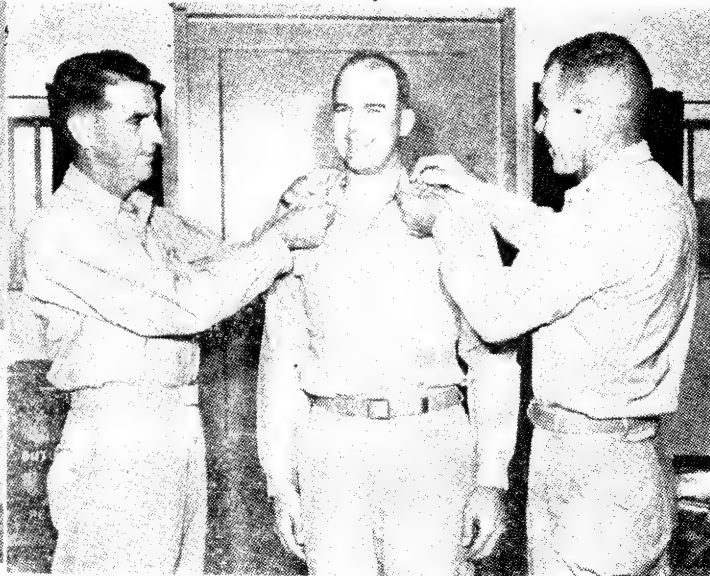
CHARLIE
FRANK E. DOKE
AEO

ANIMAL
ROBERT C. GRANACK
AEO

MACS 6 IN THE NEWS



WELCOME AND SAYONARA—Maj. Robert D. Green (r), Marine Air Control Squadron 7 commanding officer, removes the squadron sign as Maj. Stanley G. Dunwiddie, commanding officer, Marine Air Control Squadron 6, bids him farewell May 8 during change of command ceremonies. MACS-6 arrived at Marine Aircraft Group 11, May 3, from the 2nd Marine Aircraft Wing, Cherry Point, N.C., for a 13 month tour in the Far East.



PROMOTION—LtCol. Stanley G. Dunwiddie (center), Commanding Officer, Marine Air Control Squadron 6, was promoted to his present rank by Col. Wayne M. Cargill (left), Commanding Officer, Marine Aircraft Group 11, May 29, during informal ceremonies. Assisting Col. Cargill is LtCol Louis H. Steman, Commanding Officer, Marine Air Base Squadron 11. (MAG-11 ISO)

Intercept Saves Pilot's Life



"You were a welcome sight," says Capt. James L. Cunningham (r), MACS-6 to 1st Lt. William A. Olson, VMF(AW)-513. Lt. Olson guided the captain's "Cougar" jet to safety July 5 in heavy rain and fog when Cunningham's radio and navigational devices went out of commission. (Photo by Cpl. C.S. Maxwell)

Tri-Service Skill; Lost Atsugi Marine Makes Safe Landing

MAG-11 (ISO)—Capt. James L. Cunningham of Marine Air Control Squadron SIX, while on a routine training mission July 5 in an F9F-8T "Cougar" jet, lost all aircraft radio and navigational devices.

With the extremely poor weather existing Capt. Cunningham was unable to locate the air field and, having no radio, was unable to report his difficulty.

A/1c William A. Alexander, a controller at Yokota Air Base Departure Control, observed the captain's plight on radar. When his attempts to make radio contact were unsuccessful, Alexander realized other help was needed.

1st Lt. William A. Olson of Marine All-Weather Fighter Squadron 513 was airborne in the area in his F4D "Skylark" interceptor.

Alexander immediately contacted Olson and directed him toward Cunningham's plane. Using methods normally employed in combat, the Lieutenant intercepted Cunningham. After the intercept, Capt. Cunningham joined Olson in formation and was led safely through the clouds and heavy rain to the runway.

The quick thinking, teamwork and skill of these members of the Marine Corps, Navy and Air Force saved a pilot's life and a half-million dollar aircraft.

MACS-6 Makes 86% 10,000 Good Ones

Marine Air Control Squadron Six (MACS-6) broke records Dec 21 when they made their 10,000th intercept in only 7½ months. Out of 11,655 attempted intercepts the squadron completed 10,000 for an 85.8% completion average.

Col. Arthur H. Adams, commanding officer MAG-11, made the intercept. He was technically assisted by S/Sgt. Richard B. Brooks Lt. Col. Charles E. Crew, VMF (aw) 451 commanding officer flew the target run. On his wing was 1st Lt. Donald B. Meierschmidt, VMF (aw) 114. The bogie for the intercept was a plane piloted by 1st Lt. Thomas L. Reeves from VMF (aw) 542.

The squadron is well on its way to an all-time high for ground controlled intercepts for a tactical air control agency of the Armed Forces for a one year tour.



An unidentified interpreter points-out items of interest to Maj. Gen. Masao Nakamura (center) of the Japanese Self Defense Force during a recent visit to MACS-6 facilities aboard the station. The JSDF General was the guest Dec. 7 of Lt. Col. Stanley G. Dunwiddie (left), MACS-6 commanding officer.

JASDF General Visits MACS-6 Radar Squadron

Marine Air Control Squadron SIX played host last Friday to Maj. Gen. Masao Nakamura of the Japanese Air Self Defense Force during a visit of the squadron radar facilities.

Nakamura, commanding general of the aircraft control and warning wing of Central Japan, was welcomed by Lt. Col. Stanley C. Dunwiddie and retired to the colonel's office where he and the general discussed Marine radar units and their association with the radar squadrons manned by Japanese military.

The two radar commanding officers also discussed — through an

interpreter—subjects not pertaining to their specific fields in a "People-to-People" manner.

Visiting with General Nakamura, who is also commanding officer of Iruma Air Base near Johnson, were Col. Mukoyama, deputy commanding officer; Lt. Col. Uehara, director of Iruma operations and Lt. Col. Imada, director of material.

Enlisted air controllers from Japanese sites in Central Japan defense area will be participating in a cross training program with MACS-6 for the next six months. These controllers run the remote Japanese radar sites which are the watchful eyes of the Central Japan skies.

"The mission of MACS-6 is to install, maintain and operate ground facilities for the detection and interception of hostile aircraft and missiles and for the navigational direction of friendly aircraft in the accomplishment of support missions."

During its short tour to date in the Far East, MACS-6 has already established a one day record for intercepts attempted and completed, proved its capability to react rapidly and efficiently to all demands, and completed 4,350 intercepts out of a total of 5,000 in less than three months of operation.

Marine HUS Helo Rescues Climber From Mt. Fuji

First Lieutenant Leonard A. Solberger Jr., Marine Air Control Squadron 6 (MACS-6), Marine Aircraft Group 11 at Atsugi, was rescued by a Marine HUS helicopter, August 5 after he had slipped and tumbled quite a distance over lava rock, in attempting to descend Mt. Fuji.

Lt. Solberger along with Capt. Wiley E. Conder, James L. Cunningham, Lts. Edward D. Dauksz, Vincent R. Donohue, Carl S. Rapp, and WO Howard Kerr started to climb Mt. Fuji, August 4, from station three along the Yoshida Trail.

They reached the top of Mt. Fuji at 5:00 a.m. Sunday and then started their descent. At about 100 ft. from the top, Lt. Solberger slipped and started to slide on the solid lava rock, tumbling end over end, unable to stop.

First to arrive at the scene of the accident was Capt. Cunningham

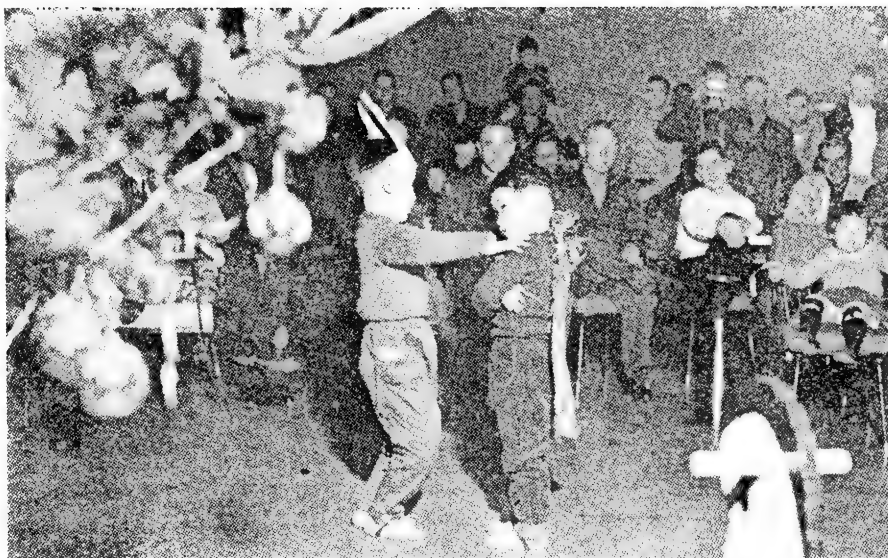
who administered first aid. Lt. Donohue prepared a stretcher made of "Fuji Sticks", a poncho and cartridge belts to take the injured Marine down from the 12,000 Ft. level to the 7,800 Ft. level so the helicopter could pick him up.

The rescue was made by Lt. Ronald P. Johns, pitot Marine Air Base Squadron 17 and Capt. Robert D. Myers, co-pilot of VMO-2, MCAS Iwakuni, Japan.

Lt. Solberger broke his collar bone and suffered multiple lacerations of the head and face. He was taken to the U.S. Naval Hospital, Yokosuka for medical treatment. Doctors listed his condition as satisfactory.



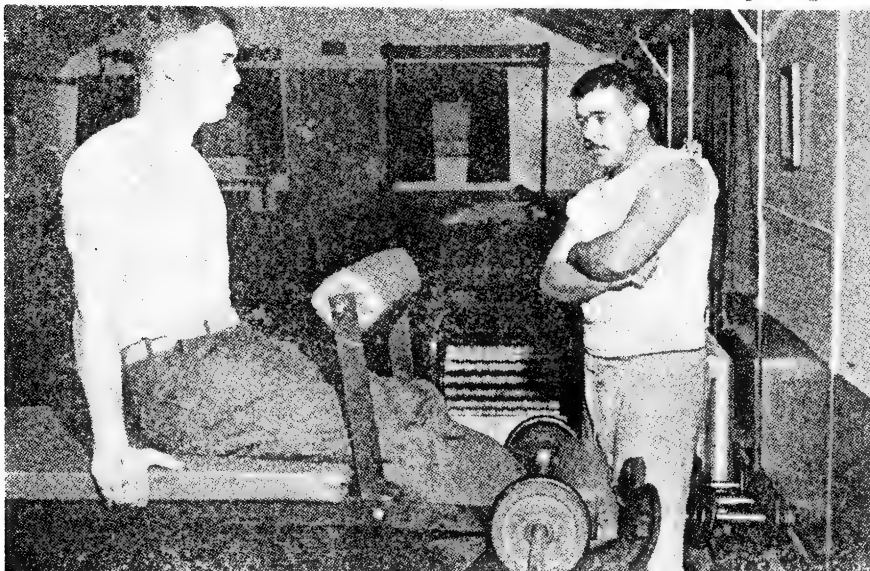
MISAIKO KOBAYASHI looks worshipfully at Ted S. Pratchios, MACS-6 1st Sgt. Scenes like this were common among the thousands of orphans and sponsors at the Oiso Long Beach Barty. The hearts of many Atsugi personnel were opened wide to the some 300 children the base sponsored.



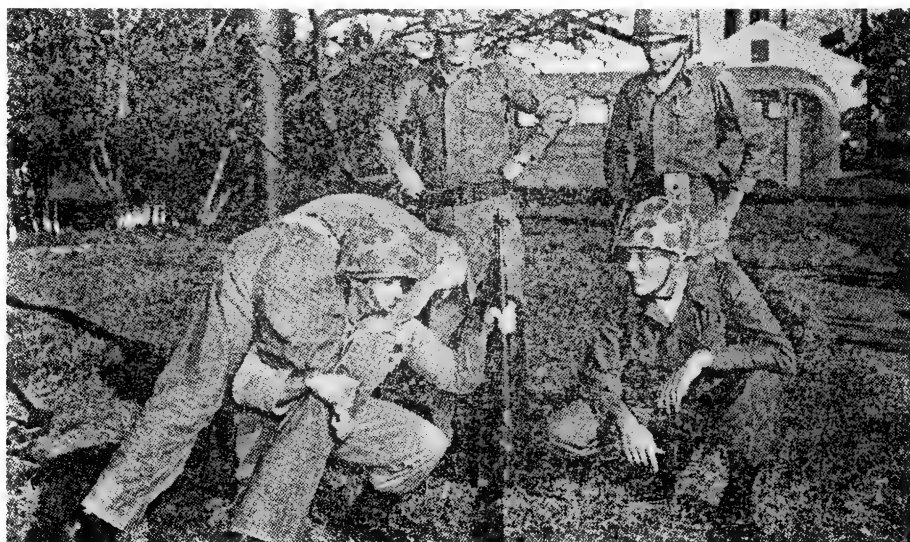
The old familiar story of the tortoise and the hare is brought forth in this little skit by Rabbit Katsumi (l) and Turtle Masahiro before the men of MACS-6. The squadron played host to 52 youngsters of the Seibu Gakuen Orphanage Sunday afternoon. Each of the nine little girls and 43 boys at the recreation center Christmas party found themselves a temporary foster father and didn't let go of him until late in the afternoon when they were taken back to the orphanage.



QUIET HAPPINESS is shown by Siyoko Fuze as Sgt. Carlos A. Bunting, MACS-6, helps her to empty a dixie cup of ice cream. Siyoko was one of the more than one thousand boys and girls who were guests of the U.S. Forces, Japan, at the Oiso Long Beach Orphan's Party held at Oiso Beach June 23. The party held for the youngsters is the feature of this week's Skywriter (see pages 6 and 7). Aircraft Maintenance, VMF-513, and MACS-6 were the three main outfits from Atsugi that sponsored some 300 orphans from this area. The party arrangement for the personnel from Atsugi and the youngsters from the orphanages in the area was done by Cmdr. G. Bello; William F. Yocom, AQCM; and William J. Brewton, MRCA; all of NAS Atsugi Aircraft Maintenance.



ON THE JOB—PFC. Thomas B. Tucker, one of the MAG-11 fitness center instructors gives a few pointers to S/Sgt. David M. Erickson, on the proper method of using the leg extension machine, which is designed to build legs and strengthen knees with no back strain. This is just one of the many unique training devices at the center. Tucker also did much in setting up the equipment, and is well-known for his adroitness in sewing, as he pains-takingly sewed the wall-to-wall carpeting together.



VITAL POINTS—Griffiths shows MAG-11 unit training NCOs the proper way to pick a man up in a fireman's carry by securing the wrist, balancing the victim and using the weapon as an assist to ease the strain on the legs. This and other methods are to be used in the Marine Corps physical readiness test. (l to r) are Gy/Sgt. Charles A. Russell, S/Sgt. James W. Smith, S/Sgt. Grover L. Hall, and S/Sgt. John I. Etherington (kneeling). (Photo by Cpl. J.L. Thompson)

MACS-6 Sgt Promoted To Warrant

Sgt. V.M. Berdine, MACS-6, has been selected for the Marine Corps Warrant Officer Program and for training as a Radar Intercept Officer in the F4H program.

He has been detached Stateside where he will report to Marine Corps Schools, Quantico, Va. for a six week screening course leading to a Warrant Officer Commission. Upon completion of the screening course he is scheduled for a ten week Warrant Officer Basic Class.

His next assignment will be the Radar Intercept Officer's course at NAS Glynco, Ga.

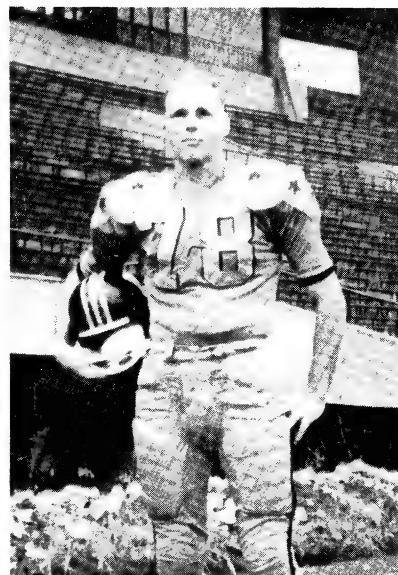
Upon completion of this course he will be assigned to an F4H squadron and fly in the Phantom II. From the back seat Berdine will control the fighter on intercepts and work closely with his ground counterpart.

1962 NAS Sports Highlights



BASKETBALL CHAMPS—Col Wayne M. Cargill (l), commanding officer, Marine Aircraft Group 11 presents a trophy May 14 to Sgt. Jackie D. Whiteaker, captain of Marine Air Control Squadron 6 Intramural Basketball Champions of 1961-62. The team won 17 games and lost one while competing at Marine Corps Air Station, Cherry Point, N.C.

1962



1963

MACS-6 CO Backs Sqd. Sports

"Sound Body-Sound Mind", is the new phrase for the nuclear age Marine, or the New Breed. Keeping pace with the ever-changing

Marine Corps standards for physical fitness, the Commanding Officer of Marine Air Control Squadron Six fully endorses the Intramural and

Varsity Sports program for his squadron.

In an interview with Lt. Col. Stanley G. Dunwiddie, he stated that: "I strongly recommend athletic programs held in the services. I also feel that such programs are beneficial both as physical training and for conditioning. It also serves to develop a keener sense of competition and better sportsmanship in the people participating. The spirit of competition adds to the unit's morale and overall readiness."

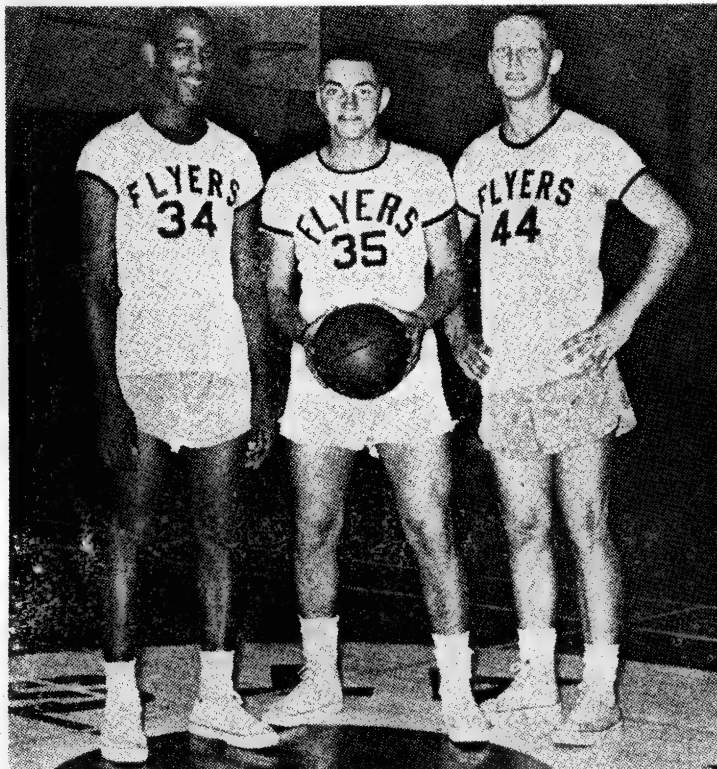
Sports are nothing new to Lt. Col. Dunwiddie, he has been participating in some form of organized sports since his high school days.

While in high school, he participated in Football 2 years, and Track 4 years. The colonel lists his favorite sport as Track. While he was attending Yale University, Track still dominated his sports program for four years.

After graduating from college, the colonel did not let his sports career lag. He played on various station Basketball teams such as NAS Jacksonville and NAS Deland, Florida.

While at Cherry Point, North Carolina, MACS-6 placed first in the Intramural Basketball League, second place in football, and third place in softball.

Sports by no means overshadows military training in MACS-6. The squadron has weekly classes in military subjects and of course 'inspections' as well as working "around the clock" day in and day out.



ALL-ARE FROM MACS-6—MACS-6's contribution to the Flyers basketball team are Ron Scott, (l), Lance Muni, (c), and Bob Grannack. This particular squadron has a well-rounded physical fitness program that is firmly endorsed by their commanding officer.

"PEOPLE TO PEOPLE"

Japanese children can warm the heart of any Marine. These were no exception. Under the auspices of the Sicilian Nuns; especially Sister Mafalda Morendo, these needy orphans are cared for and looked after. Scotty, Chuck, Smitty, Oliver, and all the others made the week end trips to work in the yard, paint the buildings, and just plain give the love these tots needed. Little Misaiko, Siyoko, and Kimi-san each had their own week end daddy. The culmination of the year was Santa's appearance at the Christmas party on 16 December. With all their radiant sunshine given to us during the year, all we could do was return just a little. We'll miss them!



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Santa Claus greets boys and girls of the orphanage at the MACS-6 area. The squadron Marines have been working at the orphanage located on Lake Yamanaka in the Mt. Fuji foothills since early this year repairing buildings, painting, cutting wood for the winter and just plain showing affection to the love-starved boys and girls. The children are all from three to five years old. The party was held a bit in advance of Christmas because of the orphans being snowed in for two to three months of the year. The helicopter was supplied by VMO-2.

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Cpl Daniel F. Vanderwerken helps 4-year-old Saiko on one of five hobby horses presented to the orphanage. Only five hobby horses were presented to the children Sunday but another 20 are to be completed by Christmas Day and flown by helicopter to the orphanage. Each child had a present with his or her own name tag on it. Each of the bundles contained a complete outfit for the cold winter days at the orphanage. The hobby horses were made possible largely through the efforts of Cmdr. G. Bello, A/C Maint. officer.

MARINES ARE HOST

Orphans Get 'Father for a Day'

ATSUGI NAS, Japan (ISO)—Fifty-two American servicemen here played "father for a day" to 52 youngsters of the Seibu Gakuen Orphanage Sunday at a Christmas party highlighted by a visit from Santa Claus in a helicopter.

Marines of Air Control Sq 6 (MACS-6) invited the youngsters from the orphanage, located near Mt. Fuji on Lake Yamanaka, to the Atsugi NAS to greet Santa.

After Santa's arrival they again boarded buses and went to the station recreation center where

they entertained the squadron with Japanese dances.

Each of the 9 girls and 43 boys found themselves a temporary foster father and didn't let him go until late in the afternoon when they were taken back to the orphanage.

When the children had finished entertaining their "daddy for a day," Santa Claus passed out the presents. Each child had a present with his or her name tag on it which contained a complete outfit for cold winter days at the orphanage.

Besides the clothing there were

hobby horses and doll cribs. The squadron men had finished only five of the horses but another 20 are to be completed by Christmas day and flown by helicopter to the orphanage.

Co-ordinator for the day's events, which ended with refreshments and movies, was First Sgt. Ted F. Pratchios, Sq. sergeant major.

The Marines had been working at the orphanage since early this year repairing buildings, painting, cutting wood for the winter and just plain showing affection to the boys and girls, who are from three to five years old.

The party was held before Christmas because the orphans are snowed in for two to three months out of the year.

Squadron personnel have been going to the orphanage almost every weekend on their own time to work. Already enough firewood has been cut for the winter.

The 52 children are taken care of by Mother Superior Mafalda Morando and four sisters of the Italian Order of Nuns.

Lt. Col. Stanley G. Dunwiddie, commanding officer, MCAS-6, has planned another trip to the orphanage before Christmas to drop off needed fresh fruit and milk.



Air Playing Important Role In "Lone Eagle"

CAMP HAUGE—More than 50 aircraft of the Landing Force Aviation unit (LFA), composed of squadrons from the First Marine Aircraft Wing, are operating from ships and Okinawa bases during amphibious Exercise "Lone Eagle."

Commanded by Col A. H. Adams, Commanding Officer

of Marine Aircraft Group-11, the LFA conducted aerial reconnaissance of the "enemy" areas, landed assault troops by helicopter in landing zones behind the beach landings during the attack on Kin Red and Blue Beaches, and provided air support for ground troops.

Sleek F8U Crusaders of Marine Composite Reconnaissance Squadron-1 (VMCJ-1) provided aerial photographic reconnaissance of the objective areas prior to the attack on D-Day, yesterday.

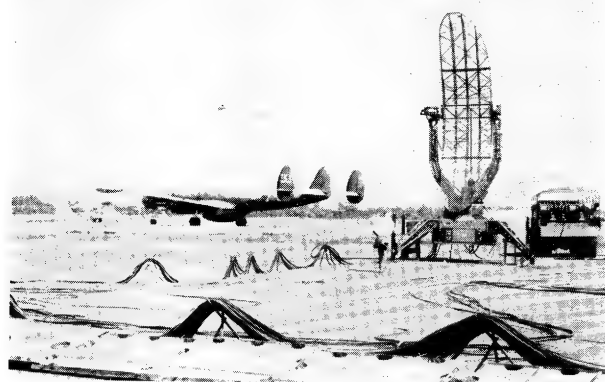
During the beach assault, A4D Skyhawks of VMA-211 and F4D Skyrays of VMF (AW)-114 simulated bombing and strafing of enemy positions in the beach area.

Helicopters of Marine Helicopter Squadron-162 lifted a combat-ready Battalion Landing Team from ship to the Landing Zone on D-Day. The vertical assault coincided with the landing of the first wave of troops from the sea at H-Hour.

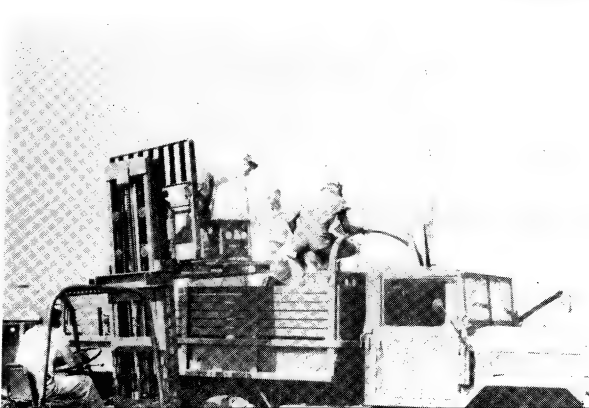
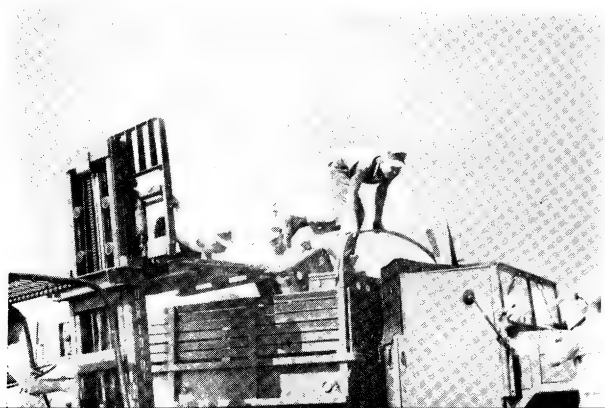
Soon after the beach was secured, members of Marine Wing Headquarters Group-1, Marine Air Support Squadron-2 and Marine Air Control Squadron-6 established air command and control facilities ashore. These units directed LFA aircraft as they continued to attack enemy guerrilla units operating in the rugged terrain of Northern Okinawa.

Marine air units making up the LFA are: Marine Air Control Squadron-6; a detachment from Marine Wing Headquarters Group-1; Marine (All Weather) Fighter Squadron-114; Marine Attack Squadron-211; a detachment from VMCJ-1; Headquarters and Maintenance Squadron-16; Marine Air Base Squadron-16; a detachment from Marine Observation Squadron-2; and Marine Helicopter Squadron-162.

MACS-6 SADDLE UP AND DEPLOY



"Lone Eagle" Is Underway!





*LST 1165
USS WASHOE COUNTY.*



LET'S DEBARK



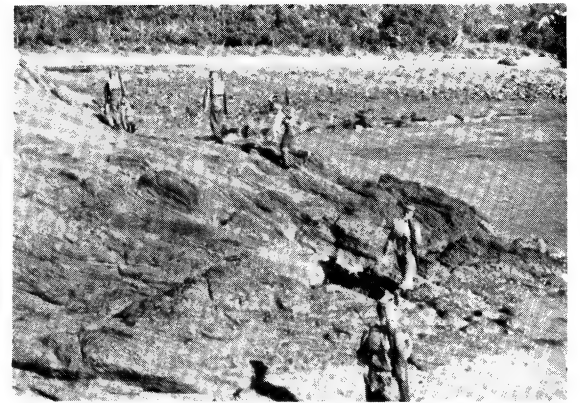
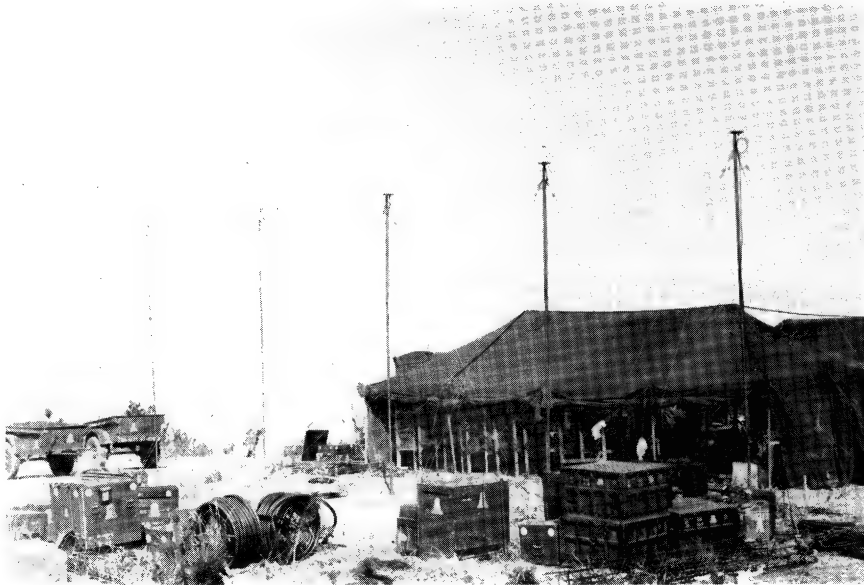
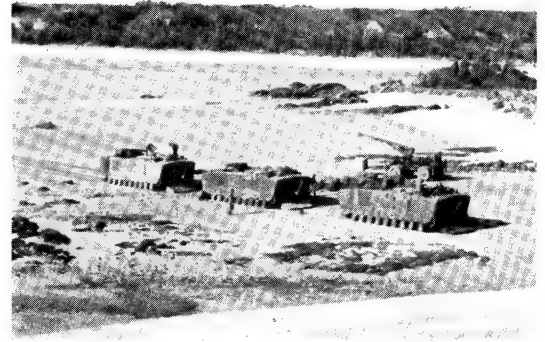
OUR HOME AWAY FROM HOME.



LIFE ABOARD SHIP.

OKINAWA WE HAVE LANDED







*LET'S SEE
3,000 Y EQUALS...*



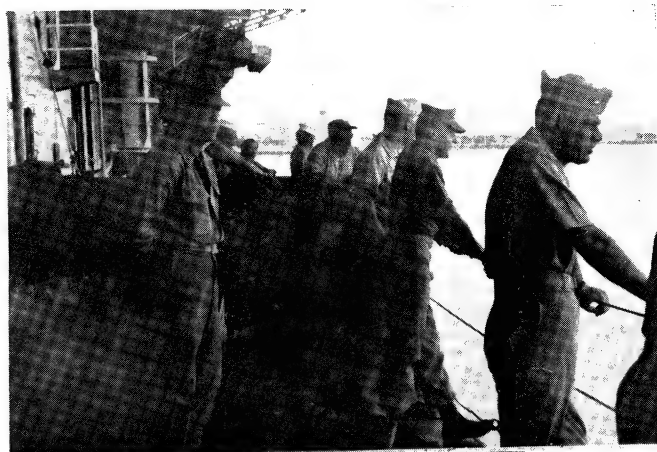
*THAT'S RIGHT, I SAID I'M NOT
GOING.*



ONCE AROUND THE BLOCK PLEASE!



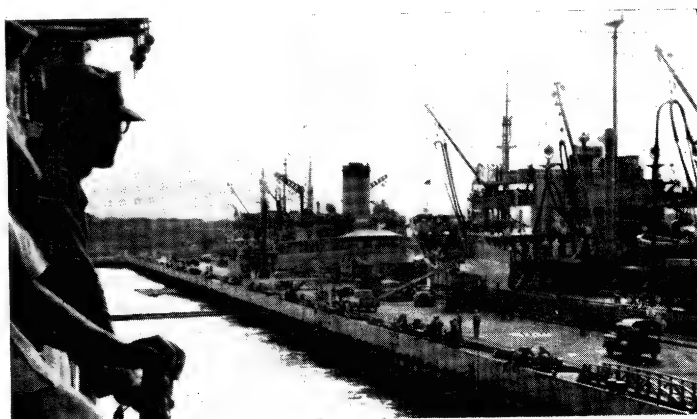
*HAIL HAIL
THE GANGS ALL HERE!*



29 TRAVELS WITH US.



THAT'S PEARL SON!





THE IVY LEAGUE SET.



*SMOKE I KEEP TELL-
ING YOU MY NAME
IS SILCOX NOT KOL-
KOXS.*



*ME RE-UP?
SHUCKS NO!*



AH SO! G. I.



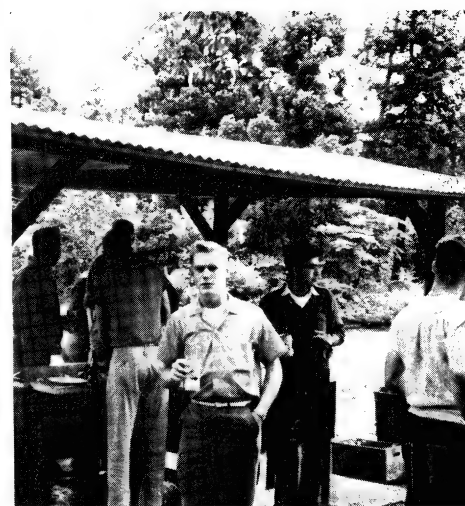
*JUST THINK I JOINED THE
CORPS TO GET AWAY FROM
THE FARM.*



*OH SAY CAN YOU SEE
ANY TEAR GAS ON ME.*



*YOU SPEAK-UM
HOW MANY BEADS
FOR MUSCLE.*



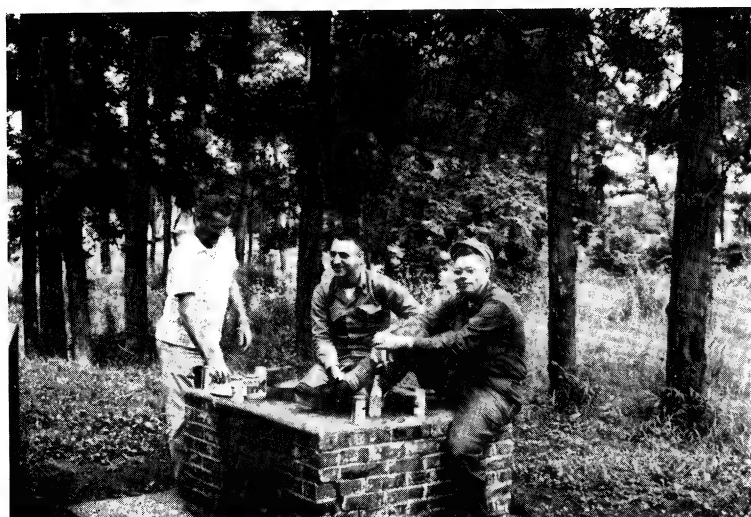
*ANY ONE SEEN THE
SKIPPER-I WANT TO
TALK TO HIM ABOUT
A TRANSFER.*



MAN! WHO SHOOK THE BEER UP.



WHO ME WORRY.



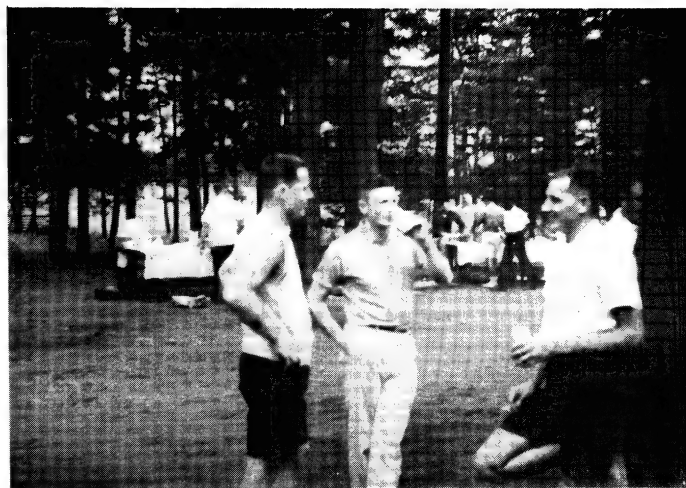
GET YOUR FOOT LONG HOT DOG.



*TAKE ME TO YOUR
LEADER.*



*BUT NOW IF I HAD A CANON WITH
MULTI-EXPOSURE ZOOM LENS.*



*YOUR WRONG I'VE GOT THE
PRETTIEST LEGS.*



KISS ME AGAIN AND I'LL SMACK YOU.



*WHO SAID THE COL. COULDN'T
DRINK A CASE A BEER IN 10
MINUTES.*



*BEER OR NO BEER LAD YOUR STILL
TALKING TO A SNCO.*



*"You may have been in headquarters before, Murray,
but you're infantry now !"*

SCENES AND TRAVEL
IN THE FAR EAST



DIAMOND HEAD



JAPANESE GEISHA



PAGODA AT MIYAJIMA



FUJI-SAN



JAPANESE LANTERN



TWO BABY-SANS



THE GOLDEN TEMPLE



CHIISAI SAMURAI



SUMO WRESTLERS



HIROSHIMA MEMORIAL



TORII



THE GREAT BUDDHA



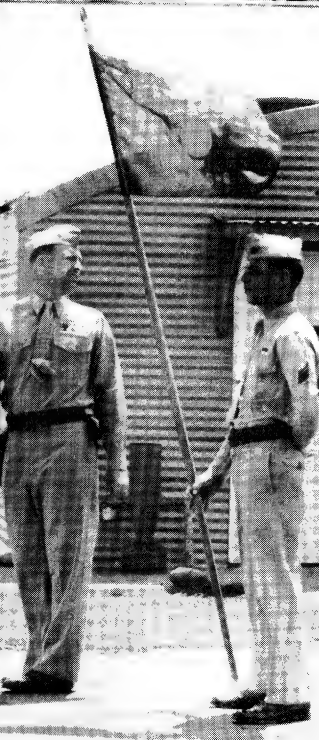
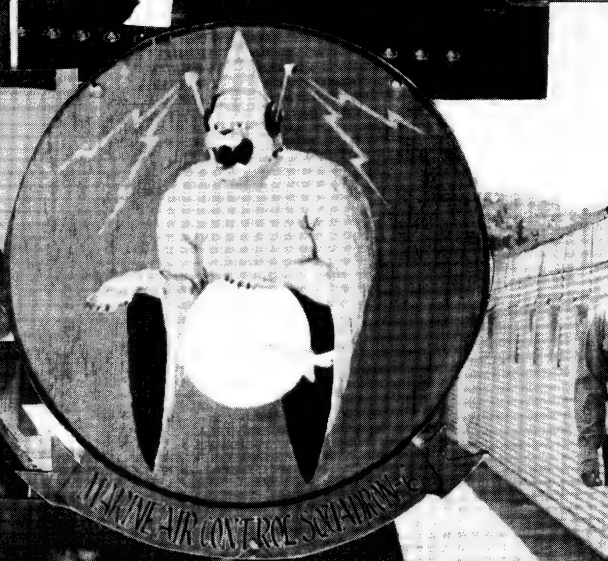
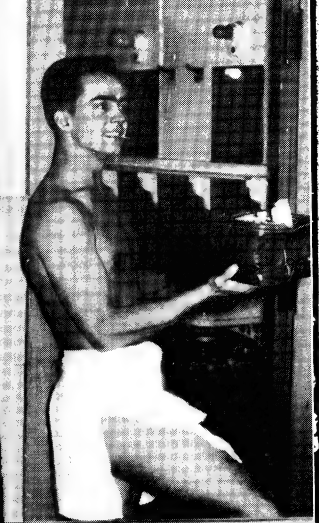
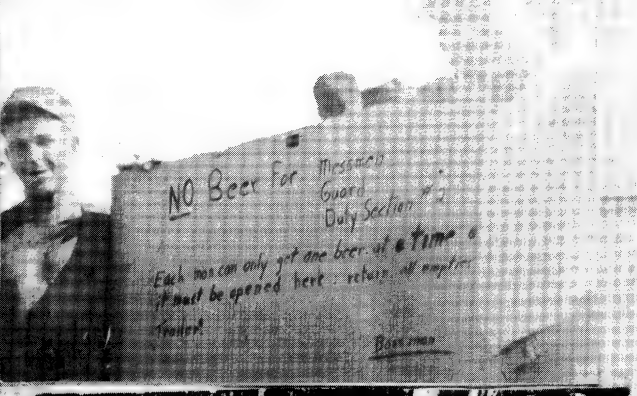
SUKIYAKI DINNER

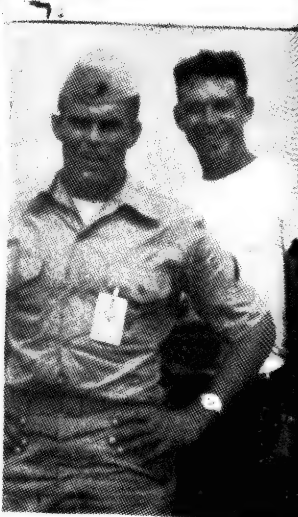
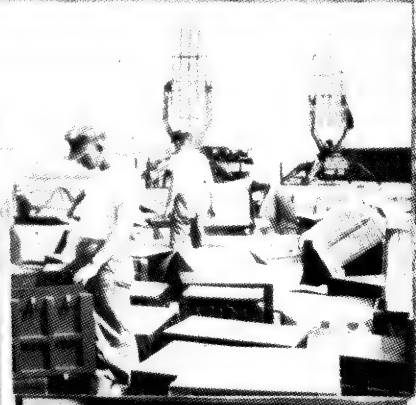
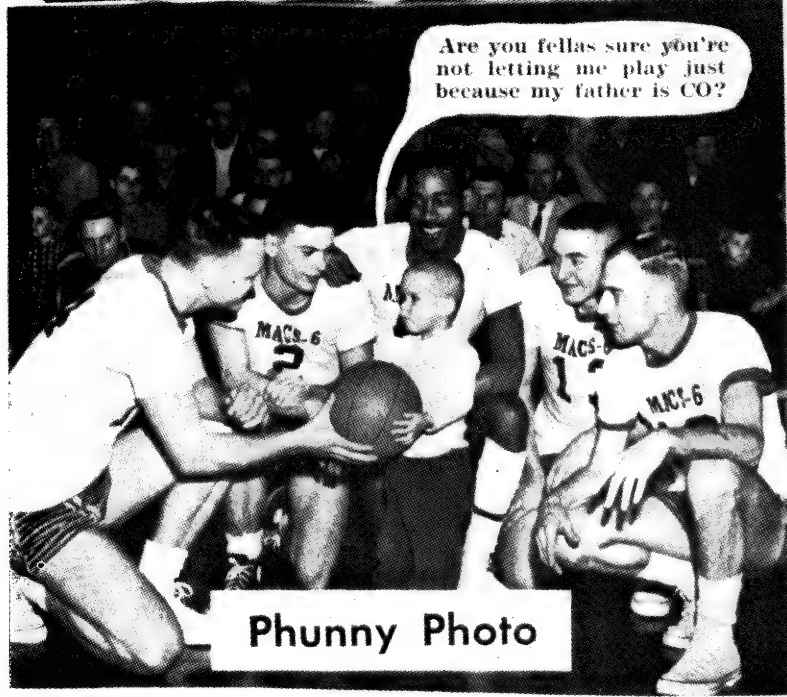
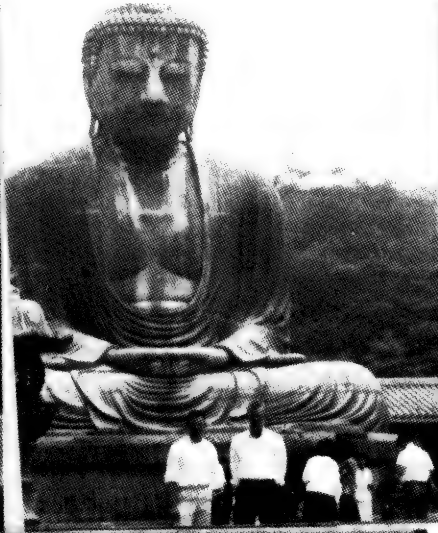


JAPANESE STREET SCENE



WHERE THE GIRLS ARE!

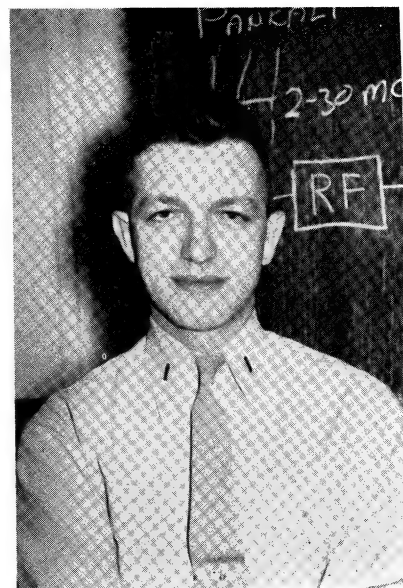




Phunny Photo



SILCOXS AND KOLKOXS



HMM!



THE GAY LITTLE HEARTS.

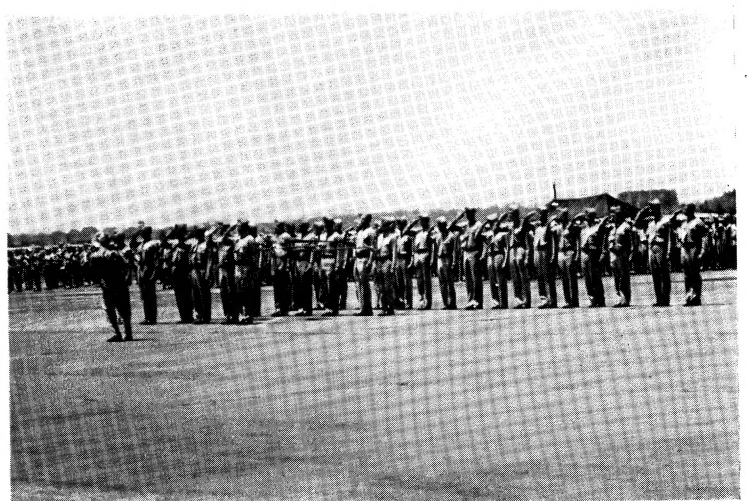
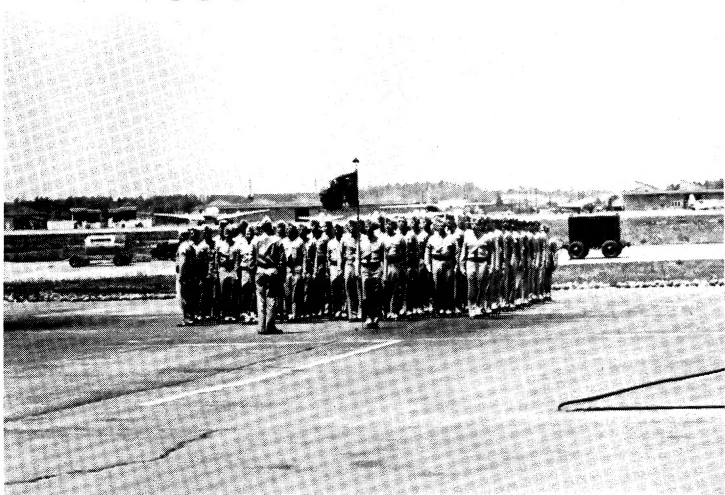
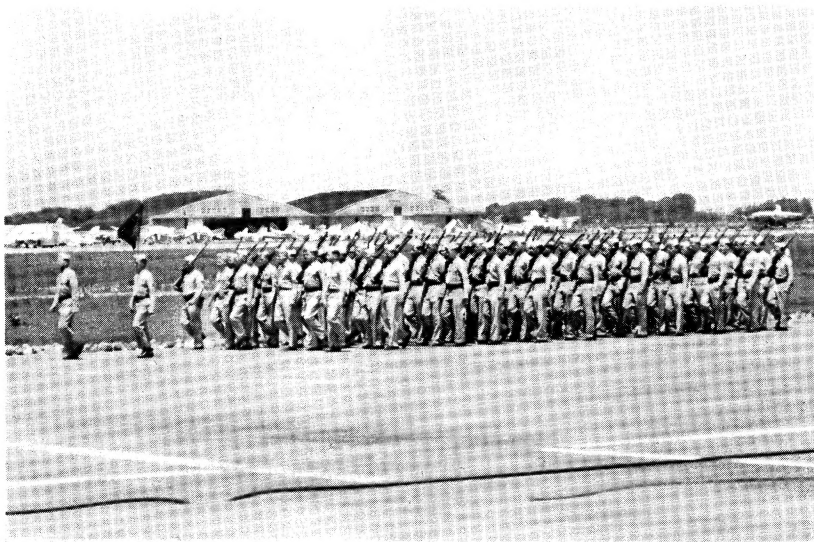


CHOW ?





PASS IN REVIEW !



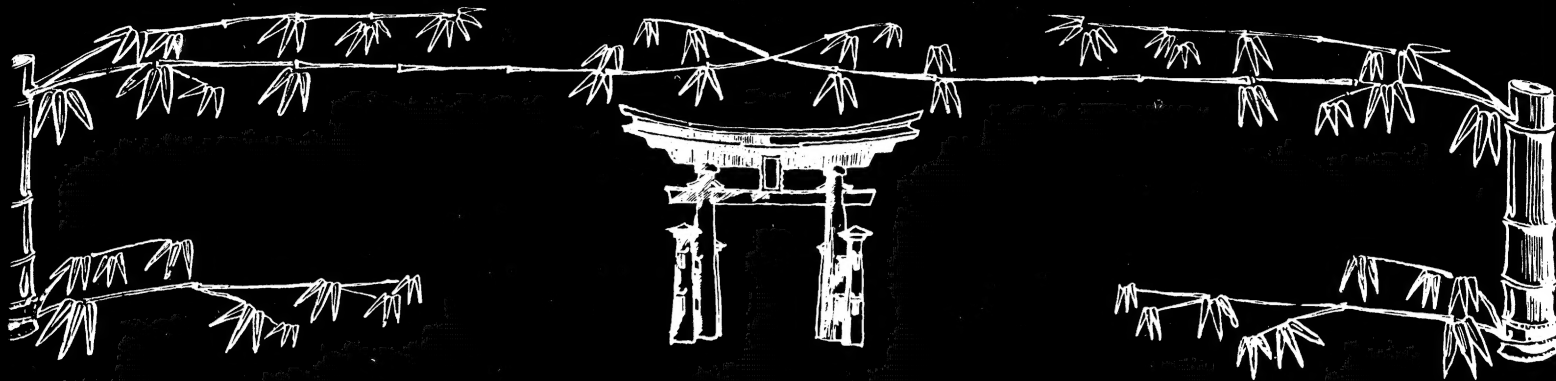
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 LAYOUTLCPL Luther Fincher
 ARTISTRYLCPL Charles Burrell

We tried to tell the story of MACS-6 in the pages of this book. I sincerely thank the staff for their endless hours of concentrated efforts and work to make this success possible. A special thanks to CPL Charles for the endless hours of picture taking and developing and to Messrs. Seike, Koike and Miss Arai for their advice and reproductive ability...my sincerest appreciation.

EDITOR
 ED DAUKSZ





FAREWELL "EYES OF THE FIRST MAW"

The time is here for us to rotate and MACS-6 will depart Japan for its new home at MCAS, Beaufort, S. C., so "Marine, stay alert! You're going home—home to the land of the round-eyes, hard nickels and the big PX; where yen won't spend; where the cars are big and people are tall and everyone drives on the wrong side of the street." It has been my pleasure to be your commanding officer for the past 16 months and during this time of turmoil, tension and aggressions you have truly shown an outstanding "can do" attitude and professional approach to each and every assignment. You have stood ready in this "cold war" period and at the end of each day you can say with satisfaction that MACS-6 had put in a full 24 hours. You have proved without question that you are the best MACS in the business today by continually breaking and setting new records in the Far East. Each and every man in the squadron can be proud of these records for you have accomplished them. It has been a successful tour; you have met all challenges; you have given the best control in the world to the all-weather fighter squadrons of the 1st MAW; and "STAMP" has achieved the reputation of a real professional. I am extremely proud to have been a part of this team during this tour and as it is my first command, it will live long in my memory as the most successful for I believe the accomplishments of this squadron will stand unbroken for a long time. It is you, the men and officers of this command, who have made it the best all-round unit in the Far East. As you go forth into your new assignments carry with you the will, pride, esprit de corps and "can do" attitude that you have shown in MACS-6. I wish to commend each of you for an exceptionally fine performance of duty; to extend to you my personal best wishes for good health and happiness upon your return home and your reunion with your loved ones; and to wish you a fine cruise at your next duty station. You can depart knowing that you left a pair of giant footprints behind.

S. D. Dunwiddie, Jr.

S. G. DUNWIDDIE JR.